

# GRAIN DEALERS JOURNAL

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# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

*HAVING YOUR name in this Directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.*

## AMARILLO, TEX.

Panhandle Gr. & Elevtr. Co., whsle, gr., fld. seeds.\*  
Plains Gr. Co., E. S. Bissell, millet, cane, kafir.\*

## ATCHISON, KANS.

Blair Elevator Co., receivers & shippers.\*

## ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.

## ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.\*

## BALTIMORE, MD.

### Chamber of Commerce Members.

Baltimore Grain Co., grain receivers.\*  
Baltimore Pearl Hominy Co., corn pdts.\*  
Blackburn & Co., C. P., grain recvrs., exporters.\*  
Dennis & Co., grain merchants.\*  
England & Co., Chas., grain, hay.\*  
Fahey & Co., John T., gr'n receivers & expts.\*  
Hammond, Snyder & Co., Inc., receivers, expts.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Robinson & Jackson, gr. com. merchants.\*  
Steen & Bro., E., grain receivers and exporters.\*  
Wack & Co., Henry E., grain, hay, feeds.\*

## BEAUMONT, TEX.

Archer Brkg. Co., W. R., grain broker.

## BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.\*  
Hasenwinkle Grain Co., brkrs. of country grain.  
Slick, L. E., grain.  
Worth-Gyles Grain Co., cash and future grain.\*

## BOSTON, MASS.

### Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage, com'n.\*  
Cresser, Fred L., hay, grain, bkg. com.  
Jaquith, Parker, Smith & Co., wheat barley mlo.\*

## BUFFALO, N. Y.

### Corn Exchange Members.

Armour Grain Co., grain merchants.\*  
Buffalo Grain Co., recvrs., fvdrs., consignments.  
Burns, Berend J., grain and feed merchant.  
Burns Grain Co., grain commission.\*  
Churchill Gr. & Seed Co., recvrs., shippers.\*  
Doerty-Elsworth Co., Inc., brokerage commission.\*  
Electric Grain Elevtr. Co., consignments.\*  
Gee-Lewis Grain Co., grain consignments.\*  
Harold, A. W., grain, barley a specialty.  
Irwin, Dudley M., barley.\*  
McConnell Grain Corp., commission merchants.\*  
Kennedy & Co., Chas., wheat a specialty.\*  
Pratt & Co., receivers, shippers of grain.\*  
Ratcliffe, S. M., commission merchant.  
Taylor & Bourne Co., receivers and shippers.\*  
Urmston Grain Co., grain commission.\*  
Whitney & Gibson, consignments.\*

## CAIRO, ILL.

### Board of Trade Members.

Antrim & Co., H. S., receivers, shippers.\*  
Halliday Elevtr. Co., grain dealers.\*  
Magee-Lynch Grain Co., grain.\*  
Thistlewood & Co., grain and hay.

## CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.\*  
Gifford-Matthews Co., grain and grain pdts.\*  
King Wilder Grain Co., grain shippers.\*

## CHICAGO, ILL.

### Board of Trade Members.

Anderson & Co., W. P., grain commission mchts.\*  
Armour Grain Co., grain buyers.\*  
Bailey & Co., E. W., grain commis'n merchants.\*  
Bartlett-Frazier Co., grain merchants.\*  
Bennett & Co., Jas. E., commission merchants.\*  
Brennan & Co., John E., grain commission mchts.  
Bridge & Leonard, commission merchants.\*  
Carrhart Code Harwood Co., grain commission.\*  
Dole & Co., J. H., grain and seeds.\*  
Freeman & Co., Henry H., grain, hay, straw.  
Gerstenberg & Co., commission merchants.\*  
Hales & Edwards Co., grain merchants.\*  
Harris, Winthrop & Co., grain commission.\*  
Hitch & Garder, commission merchants.\*  
Holt & Co., Lovell, commission, grain and seeds.  
Lamson Bros. & Co., consignments solicited.\*  
Lewis & Co., F. S., grain and provisions.\*  
Logan & Bryan, options, cash grain.\*  
Lowitz & Co., E., grain commission.\*  
McKenna & Rodgers, commission merchants.\*  
Mumford & Co., W. R., grain, hay, millstuffs.\*  
Norris Grain Co., grain merchants.\*  
Northern Grain & Warehouse Co., grain receivers.  
Paynter, H. M., grain and field seeds.

## CHICAGO (Continued).

Perrine & Co., W. H., grain and commission.\*  
Pope & Eckhardt Co., grain and seeds.  
Press & Co., W. G., grain, provisions, stocks, etc.  
Quaker Oats Co., buyers of grain.  
Requa Bros., wheat a specialty.\*  
Rosenbaum Bros., receivers, shippers.\*  
Rosenbaum Grain Co., J., grain merchants.\*  
Rothschild Co., D., receivers and shippers.\*  
Rothschild Co., Moses, receivers and shippers.  
Rumsey & Company, grain commission.\*  
Sawers Grain Co., grain commission.\*  
Schiffin & Co., P. H., commission.\*  
Shaffer & Co., J. C., grain merchants.\*  
Simons, Day & Co., grain merchants.\*  
Somers, Jones & Co., grain and field seeds.\*  
Thayer & Co., C. H., receivers-shippers.\*  
Uplike Grain Co., consignments.\*  
Ware & Leland, grain and seeds.\*

## CINCINNATI, O.

### Grain & Hay Exchange Members.

Blumenthal, Max, grain, feed, hay and straw.\*  
Brouse-Skidmore Co., grain, hay, feed.\*  
Early & Daniel Co., grain, hay, feed.\*  
Perin Bros., want corn.\*  
Mutual Commission Co., hay, grain and feed.\*

## CLEVELAND, O.

### Grain and Hay Exchange Members.

Bailey, E. L., grain and millfeed.\*  
Cleveland Grain Co., The, receivers and shippers.\*  
Cates Elevtr. Co., The, recvrs. & shprs.\*  
Lake Shore Elevtr. Co., grain and feed.\*  
Sheets Elevator Co., The, grain, hay, straw.\*  
Shepard, Clark & Co., grain merchants.\*  
Star Elevtr. Co., receivers, grain, hay, straw.\*  
Strasse & Co., H. M., recvrs., shprs, hay & grain.\*  
Union Elevator Co., The, grain and hay.\*

## DALLAS, TEX.

E. A. Johnson Co., grain & flour brokers.

## DAVENPORT, IOWA.

Davenport Elevtr. Co., receivers and shippers.\*  
Merchants Elevtr. Co., buyers-sellers all grns.  
Purity Oats Co., buyers of grain.

## DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.\*

## DENVER, COLO.

### Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain & hay.  
Best & Co., J. D., buy and sell all grains.\*  
Crescent Flour Mills, The, wheat, corn, oats.\*  
Denver Elevator. We buy & sell grain & beans.\*  
Hungarian Flour Mills, wheat, corn, oats, etc.  
Kellogg Gr. Co., O. M., recvrs. & shprs.\*  
O'Donnell Grain Co., wholesale grain.\*  
Phelps Grain Co., T. D., wholesale grain.\*  
Summit Grn. & Coal Co., wh't, corn, oats, rye, bly.\*  
Thompson Merc. Co., The W. F., wholesale hay.

## DES MOINES, IOWA.

Anderson Co., D. L., grain merchants.\*  
Bart & Co., W. H., grain merchants.\*  
Iowa Grain Co., receivers & shippers.\*  
Lockwood, Lee, grain, millfeed broker.  
Marshall-Hall Grain Co., grain commission.  
Mid-West Consumers Grain Co., grain merchants.\*  
Tower, C. A., grain broker.

## DETROIT, MICH.

### Board of Trade Members.

Carson & Co., H. C., corn, oats, rye.\*  
Caughy-Jossman Co., grain & seeds.\*  
Dumont, Roberts & Co., receivers, shippers.\*  
Huston, C. R., gr., hay, congnats, a specialty.\*  
Lichtenberg & Son, oats, corn, hay, straw.  
Simmons & Co., F. J., grain & hay.\*

## FORT WORTH, TEX.

### Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.

## FRANKFORT, IND.

Frank & Co., William, grain brokers.

## GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.

## GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

## HASTINGS, NEBR.

Elder, Fred W., whsle, grain, hay and mill pdts.\*  
Koehler-Twiddle Elevator Co., grain dealers.\*  
Stockham Grain Co., E., whole grain & feed.\*

## HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.\*

## HUTCHINSON, KANS.

Farmers Co-Op. Com. Co., commission merchants.  
Gano Grain Co., grain merchants.  
Hansen-Bateman & Co., grain buyers and sellers.  
Hayes Grain Co., John, grain merchants.  
Hutchinson Grain Co., grain merchants.  
Kelly Mfg. Co., Wm., millers of hard wheat.  
McClure Grain Co., J. B., buyers and sellers.\*  
Pettit Grain Co., L. H., grain merchants.  
Reno Flour Mills Co., millers and grain dealers.  
Rock Milling & Elev. Co., receivers and shippers.  
Russell Grain Co., commission merchants.  
Southwest Grain Co., receivers and shippers.  
The Security Ele. Co., recvrs, shprs, mlo, kafir.  
Union Grain Co., grain merchants.

## INDIANAPOLIS, IND.

### Board of Trade Members.

Belt Elevtr. & Feed Co., receivers and shippers.  
Bingham-Hewett-Scholl Co., grain merchants.\*  
Boyd Grain Co., Bert A., strictly brkg. & com.\*  
Hayward-Rich Grain Co., grain commission.\*  
Hill, Lew., strictly commission.  
Hoosier Grain Co., consignments only.  
Kinney Grain Co., H. E., receiver and shipper.\*  
McCardle-Black Co., grain merchants.  
Minor, B. B., grain consignments solicited.  
Montgomery & Tompkins, receivers and shippers.  
Urmston Grain Co., receivers & shippers.\*  
Witt, Frank A., grain commission & brokerage.\*

## JACKSON, MICH.

Bartlett & Co., J. E., feed, grain, salvage.\*  
Stockbridge Elevtr., trk. buyers, sellers, gr. & sds.  
Wagner-White Co., trk. buyers-sellers, grain-feed.

## KANSAS CITY, MO.

### Board of Trade Members.

Addison Grain Co., consignments.  
Armour Grain Co., grain buyers.\*  
Beyer Grain Co., consignments & mill orders.  
Bruce Bros. Grain Co., consignments.  
Clay, Frank E., Grain Co., bedding—mill orders.\*  
Christopher & Co., B. C., kafir, feterita, mlo.\*  
Croysdale Grain Co., grain commission.  
Davis Grain Co., A. C., grain commission.  
Denton Kuhn Grain Co., consignments.\*  
Dilts & Morgan, consignments.\*  
Ernst-Davis Grain Co., commission.\*  
Federal Grain Co., receivers, shippers.\*  
Fisher Gr. Co., C. V., receivers & shippers of gr.\*  
Frisco Elevators Co., grain merchants.\*  
Goffe & Carkeener, recvrs. and shprs. of grain.\*  
Hall-Baker Grain Co., consignments.  
Hinds Grain Co., The, receivers, shippers.\*  
Hipple Grain Co., feterita, kafir, mlo.  
Mensendieck Grain Co., consignments.\*  
Moore-Lawless Grain Co., grain receivers.\*  
Moore-Seaver Grain Co., receivers & shippers.\*  
Morrison Grain Co., consignments.\*  
Nellis-Witter Grain & Mfg. Co., grain & feed.\*  
Norris Grain Co., grain merchants and exporters.  
Parker Corn Co., corn, oats, kafir, mlo.\*  
Roaben Grain Co., E. E., consignments.  
Root Grain Co., consignments and futures.\*  
Scoular-Bishop Grain Co., consignments.\*  
Shannon Grain Co., consignments.  
Stevenson Grain Co., buyers and sellers.\*  
Terminal Elevators, receivers, shippers.\*  
Twiddle-Wright Grain Co., consignments-futures.  
Thresher Fuller Grain Co., grain commission.\*  
Vanderslice-Lynds Co., grain commission.  
Western Grain Co., shippers (a specialty).\*

## LAKE CHARLES, LA.

Beatty Brokerage Co., grain brokers.\*

## LAKE VILLAGE, ARK.

City Feed Co., The, whsl. hay, grain & feeds.

## LITTLE ROCK, ARK.

### Board of Trade Members.

H. K. Cochran Co., receivers and shippers.  
Cunningham Commission Co., gr., corn products.\*  
Darragh Company, hay, grain, mixed feeds.\*  
E. L. Farmer Co., brokers, hay, grain, mill feed.\*  
Munn-Burrow Brokerage Co., grain, hay, millfeed.\*  
George Niemeyer Grain Co., grain, hay and feed.\*  
J. F. Weinmann Mfg. Co., wholesale gr. and feeds.

## LIMA, O.

Pollock Grain Co., buyer grain, hay, straw.\*  
Riddle & Co., T. P., hay and grain.

## LOUISVILLE, KY.

### Board of Trade Members.

Bingham-Hewett Gr. Co., recvrs-shprs, grain.\*  
Callahan & Sons, receivers and shippers of grain.\*  
Edinger & Co., grain, hay, flour.  
Fruechtenicht, Henry, hay, grain, mill products.\*



## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

### LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.\*

### MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker, com. merchant.\*  
Buxton, E. E., broker and commission merchant.\*  
Davis & Andrews Co., grain dealers.\*  
Hasenwinkle Co., H. J., consignments.\*  
U. S. Feed Co., grain, hay, millfeed.\*

### MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.\*

### MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.\*

### MILWAUKEE, WIS.

Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.\*  
Donahue Stratton Co., grain merchants.\*  
Franko Grain Co., feeds, grain, hay.\*  
Godfrey-Blanchard Co., grain receivers.\*  
Kamm Company, P. C., barley and rye.\*  
Lyman-Joseph Grain Co., grain shippers.\*  
Rankin, M. G., & Co., grain and feed.\*  
Rialto Elevtr. Co., grain receivers & shippers.\*  
Runkel & Dadmun, grain commission.\*  
Taylor & Bournique Co., grain merchants.\*

### MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Banner Grain Co., grain receivers.\*  
Benson, Stabeck Co., grain com.\*  
Cargill Commission Co., grain commission.\*  
Carter, Sammis & Co., grain commission.\*  
Cereal Grading Co., grain merchants.\*  
Dalrymple Co., William, gr. com.\*  
Davies & Co., F. M., grain commission.\*  
Gatchell-Tanton Co., grain commission.\*  
Godfrey-Blanchard Co., grain recvrs.-shprs.\*  
Gould Grain Co., receivers & shippers.\*  
Hankinson & Co., H. L., grain commission.\*  
Lewis & Co., Chas. E., consignments.\*  
Marfield Grain Co., grain commission.\*  
McCaull Dinsmore Co., consignments solicited.\*  
Poehler, H. & Co., grain commission.\*  
Quinn-Shepherdson Co., receivers & shippers.\*  
Scroggins McLean Co., corn and oats.\*  
Van Dusen-Harrington Co., grain merchants.\*  
Woodward Newhouse Co., grain merchants.\*  
Zimmerman, Otto A., barley & oats my spec'ly.\*

### NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.\*

### NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & forwdrs.\*

### NEW YORK CITY.

Produce Exchange Members.

Bolle-Watson Co., Inc., receivers and exporters.\*  
Brainard Commission Co., consignments.\*  
Blake, Thomas M., buyers—quote us.\*  
Jones & Co., M. B., buyers—quote us.\*  
Knight & Company, commission merchants.\*  
Morey, L. A., grain.\*  
Schwartz & Co., B. F., com'lsn merchants.\*  
Therrien, A. F., broker.\*

### OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Cherokee Grain Co., grain merchants.\*  
Cozart Grain Co., C. B., grain merchants.\*  
Conyers Grain Co., grain merchants.\*  
Dustin Grain Co., grain, feed, seeds.\*  
Langenberg Bros. Gr. Co., grain merchants.\*  
Maney Export Co., grain merchants.\*  
Marshall-Jacobson Grain Co., grain, feed, seeds.\*  
Mid-West Grain Co., grain merchants.\*  
Oklahoma Export Co., grain commission.\*  
Okla. City M. & E. Co., grain mer., mlrs.\*  
Rutledge Grain Co., com. merchants.\*  
Perkins Grain Co., W. L., commission merchants.\*  
Polson & Co., C. A., commission merchants.\*  
Stinnett Grain Co., grain merchants.\*  
Stowers Grain Co., W. B., com. merchants.\*

### OMAHA, NEBR.

Grain Exchange Members.

Adams-Whyte Grain Co., consignments.\*  
Butler Welsh Grain Co., grain merchants.\*  
Cope & Kearney, grain commission.\*

### OMAHA, NEBR. (Continued).

Crowell Elevator Co., receivers, shippers.\*  
Dawson Grain Co., grain merchants.\*  
Holmquist Elevator Co., receivers and shippers.\*  
Kern Co., brokers & commission merchants.\*  
Maney Grain Co., The, consignments.\*  
Merriam Commission Co., consignments.\*  
Miller Wilson Grain Co., recvrs. & shippers.\*  
Nye Schneider Fowler Grain Co., consignments.\*  
Omaha Elevator Co., receivers, shippers.\*  
Roberts Grain Co., Geo. A., grain merchants.\*  
Rothschild Grain Co., corn and oats.\*  
Stockham Grain Co., E., commission merchants.\*  
Trans-Mississippi Grain Co., recvrs. & shprs.\*  
United Grain Co., grain commission.\*  
Updike Grain Co., consignments.\*  
Vanderslice Lynds Co., consignments.\*

### PEORIA, ILL.

Board of Trade Members.

Bartlett Co., S. C., grain commission.\*  
Buckley & Co., grain and seeds.\*  
Cole Grain Co., Geo. W., receivers and shippers.\*  
Conover Grain Co., E. B., grain commission.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltnan Grain Co., C. H., grain commission.\*  
Grier & Co., T. A., grain commission.\*  
Harwood-Young Co., grain commission.\*  
Luke Grain Co., grain commission.\*  
McFadden & Co., G. C., consignments.\*  
McCreery & Son, J. A., wheat, corn, oats.\*  
Miles, P. B. & C. C., grain commission.\*  
Mueller Grain Co., receivers and shippers.\*  
Turner-Hudnut Co., receivers & shippers.\*  
Warren Com. Co., consignments.\*

### PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.\*  
Dunwoody Co., Ezl., flour, grain, feed.\*  
Lemont & Son, E. K., hay, grain, millfeed.\*  
Miller & Sons, L. F., grain, seeds, hay.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Geo. M., grain and feeds.\*  
Rogers & Co., E. L., hay, straw, grain, feed.\*  
Smith, Monroe A., grain and feeds.\*  
Taylor & Bournique Co., grain merchants.\*  
Young & Co., S. H., wheat, corn, oats.\*

### PITTSBURGH, PA.

Members Grain and Hay Exchange.

Elwood & Co., R. D., hay and grain.\*  
Geldel & Leubin, grain and hay.\*  
Hardman & Heck, grain, hay, millfeed.\*  
Heck & Co., W. F., grain, hay, millfeed.\*  
Herb Bros. & Martin, grain and hay.\*  
McCague, R. S., grain, hay.\*  
Taylor & Bournique Co., grain merchants.\*  
Walton Co. Samuel, grain and hay.\*  
Young & Fisher, brokerage & commission.\*

### PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.\*

### PORTLAND, ORE.

Albers Bros. Mfg. Co., millers & exporters.\*  
Globe Grain & Mfg. Co., grain, hay & feed.\*  
Kerr, Gifford & Co., Inc., grain exporters.\*  
Northern Grain & Warehouse Co., grain exporters.\*  
Pacific Coast Elevator Co., grain.\*  
Pacific Grain Co., grain exporters.\*  
Ryer Grain Co., wheat, corn and oats.\*  
Stephens-Smith Grain Co., grain and bag dealers.\*  
Tri-State Terminal Co., general grain & bags.\*

### PUEBLO, COLO.

McClelland Mct'l I. & R. Co., grain, hay & feed.\*

### RICHMOND, VA.

Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.\*

### SAGINAW, MICH.

Smith-Connor H. & Gr. Co., hay and grain.\*

### SEATTLE, WASH.

Albert Bros. Mfg. Co., millers & exporters.\*  
Lilly Co., The Chas. H., seed merchants.\*  
Pacific Grain Co., grain exporters.\*  
Ryer Grain Co., wheat, corn and oats.\*  
Tri-State Terminal Co., general grain & bags.\*

### ST. JOSEPH, MO.

Grain Exchange Members.

A. J. Elevator Co., buyers and shippers.\*  
Geiger Grain Co., commission merchants.\*  
Gordon Comm. Co., T. P., grain dir. and broker.\*  
Great Western Grain Co., buyers and sellers.\*  
Holdridge Grain Co., receivers and shippers.\*  
Aunt Jemima Mills Co., A. J. hominy feed.\*  
Marshall Hall Grain Co., consignments solicited.\*  
McKee Lindley & Dunn Grain Co., commission.\*  
Mid-West Grain Co., pure soft wheat.\*  
Sloan Simmons Grain Co., consignments.\*  
St. Joseph Hay & Grain Co., grain merchants.\*

### ST. LOUIS, MO.

Annan Burg G. & M. Co., flour, grain, millfeed.\*  
Brockman & Co., Arthur, grain commission.\*  
Dreyer Com. Co., fdg. stuffs, grain, seeds.\*  
Elmore Schultz Gr. Co., recvrs. & shprs. grain.\*  
Goffe & Carkner Co., grain commission.\*  
Graham & Martin Grain Co., grain commission.\*  
Ichertz & Watson, grain, seeds and hay.\*  
Marshall Hall Grain Co., grain com.\*  
Mason Hawpe Grain Co., grain merchants.\*  
Langenberg Bros. Grain Co., grain commission.\*  
Morton & Co., grain commission.\*  
Nanson Commission Co., grain commission.\*  
Picker & Beardsley Com. Co., grain & grass seed.\*  
Teasdale Com. Co., J. H., recvrs. & shippers.\*  
Toberman, Mackey & Co., grain, hay, seeds.\*  
Turner Grain Co., grain commission.\*

### SIOUX CITY, IOWA.

Board of Trade Members.

Button Co., L. C., grain commission.\*  
Bailey, Walter H., Grain Merchants.\*  
Flanley Grain Co., grain and commission.\*  
King Elevator Co., receivers & shippers.\*  
McCaull Dinsmore Co., commission.\*  
McCaull Dinsmore Co., all kinds of grain.\*  
Quinn-Shepherdson Co., grain commission.\*  
Rumsey & Co., receivers of consignments.\*  
Slaughter Burke Grain Co., receivers, shippers.\*  
Taylor & Bournique Co., grain merchants.\*

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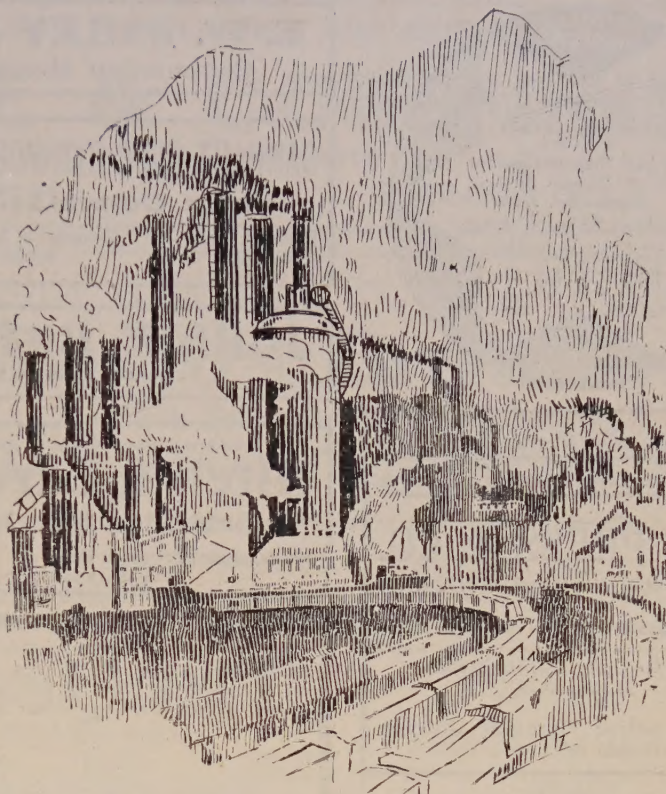
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**If It's Off Grade  
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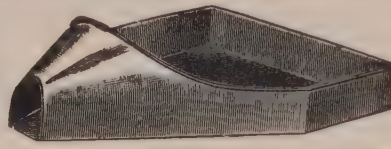
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**KANSAS NATURAL****MILLING****WHEAT****Hard or Soft**

Direct from Country Points—via any road

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**CONSIGN****WHEAT - CORN - OATS**

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"The top of the market to you."

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Wants Correspondence with members of the  
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Is a record book designed to afford ready reference to the entry or record of any car number. Facing pages 11x16 inches of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; the column heading the second or tens figure. The required number can be instantly found if properly entered.

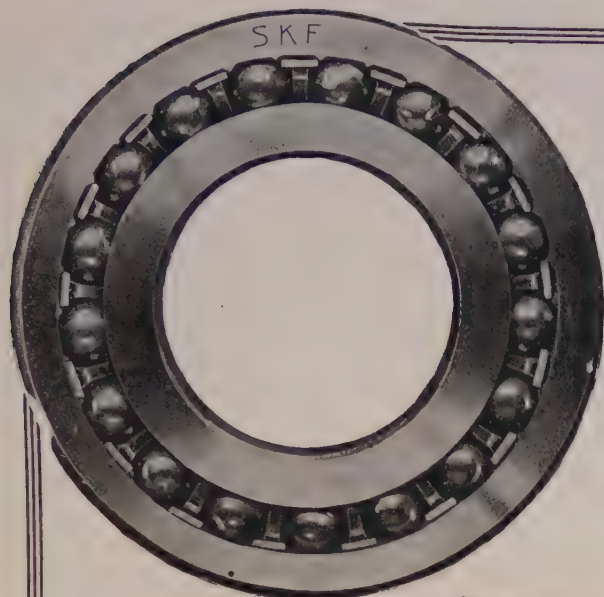
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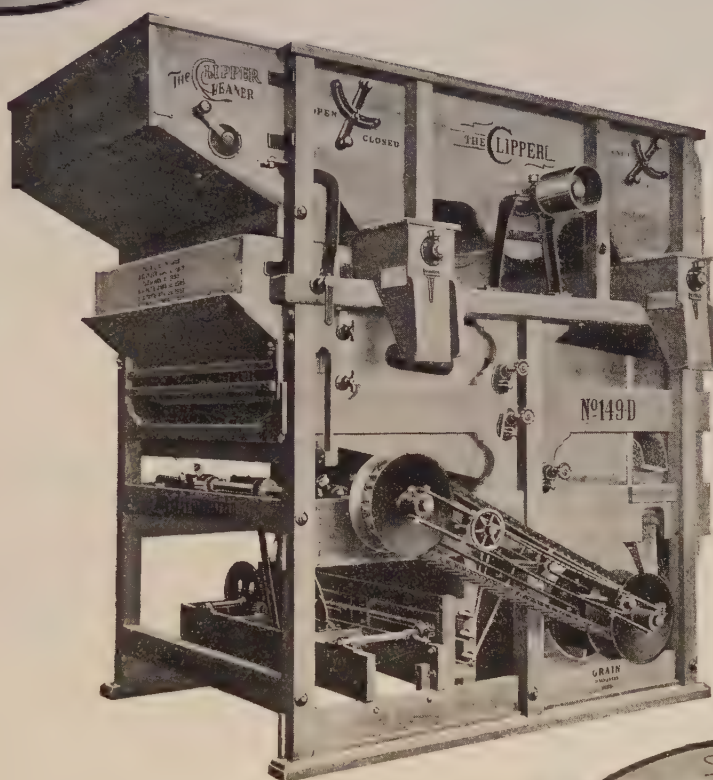


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Used on Clipper Cleaners  
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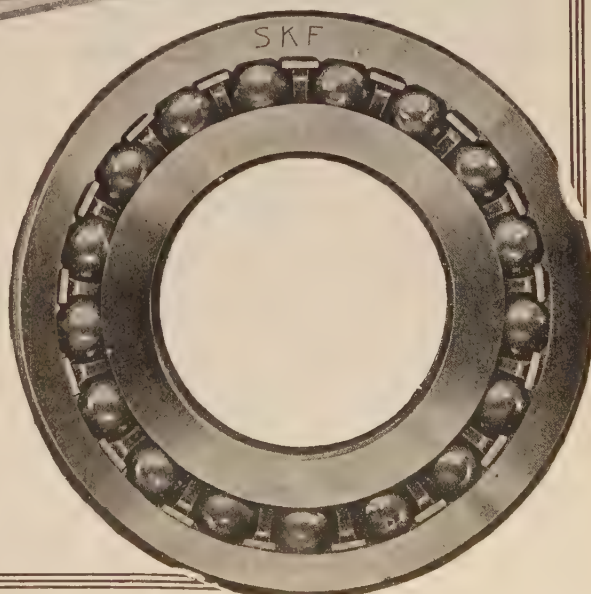
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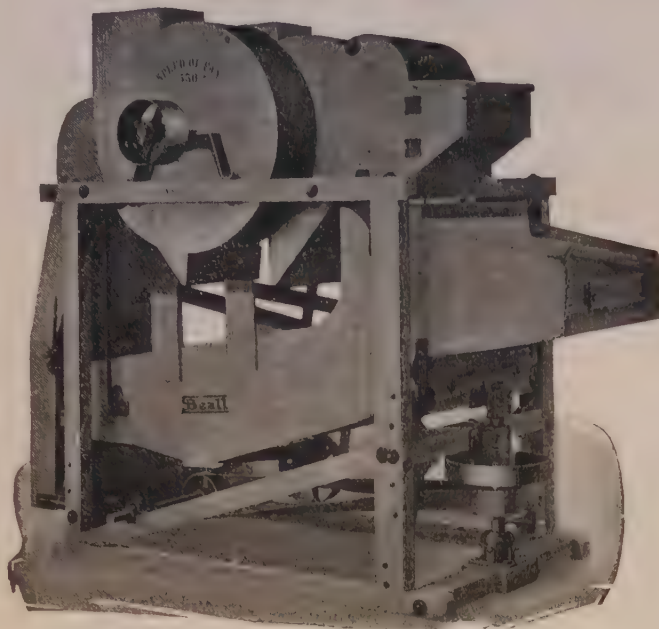
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Ball Bearings  
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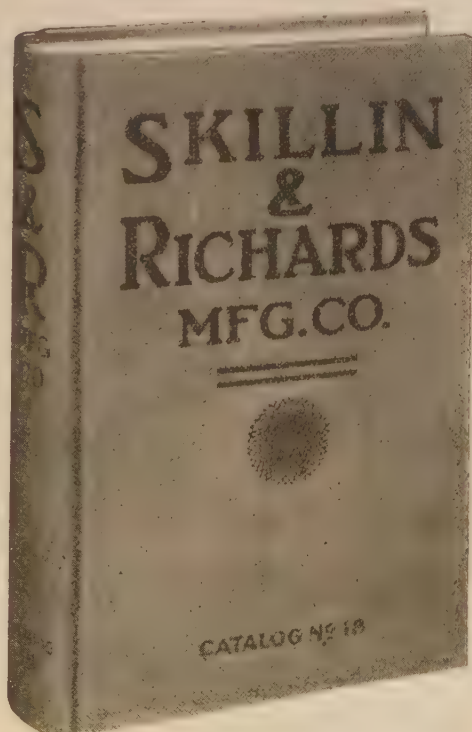
*A splendidly balanced, smooth-running machine that pays a good profit wherever used, cleaning grain evenly and thoroughly with two independent fans.*

**Beall**  
THE MARK OF QUALITY

*The air system is as perfect as modern ingenuity can make it. Never any disappointment. Send for Catalogue giving full working particulars and complete details.*

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- You can speed up your machinery.
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GRAINSTER Belts combine the skill and experience of five leading rubber belt factories which have specialized on Elevator and Conveyor Belting for Grain Elevators for many years.

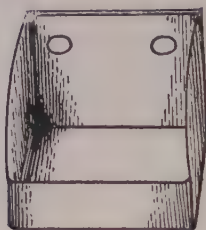
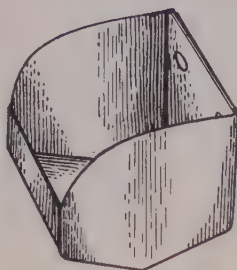
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GRAINSTER Belts represent the latest advanced step in this five-factory development of belt service for grain handling.

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An elevator cup which doubles the capacity of old elevators, saving money, time and labor otherwise spent on new and larger equipment.

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Perfect discharge at indicated low or high speed,  
A speed three times the ordinary,  
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Distance between cups reduced materially,  
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**Results:**  
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A complete mill with self-contained cleaning machinery, roller mills, middling mills, and the self-balancing "Superior" horizontal gyratory sifter. Three break and three to six middlings reduction systems. Six sizes from 15 to 100 bbls. daily capacity.

Ask for detailed information.

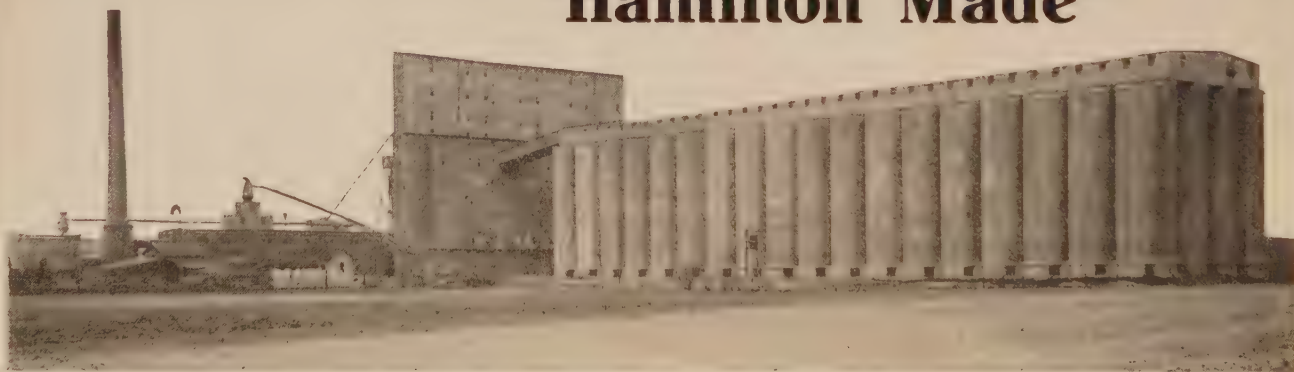
**Moline Mill Man'f'g Co.**

**Superior Mill Machinery**

**Moline, Illinois,**

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## Belting for Every Elevator Purpose

For years our study has been how to make the best Rubber Belting. The "Hamilton Made" brands are standard among elevator managers. There are two standard brands: INVINCIBLE for Cleaners, Shellers, Clippers, Separators, Feed Mills, Car Pullers, Engines and Motor Drives. LAKEWOOD for Legs and Conveyors. Write for particulars.

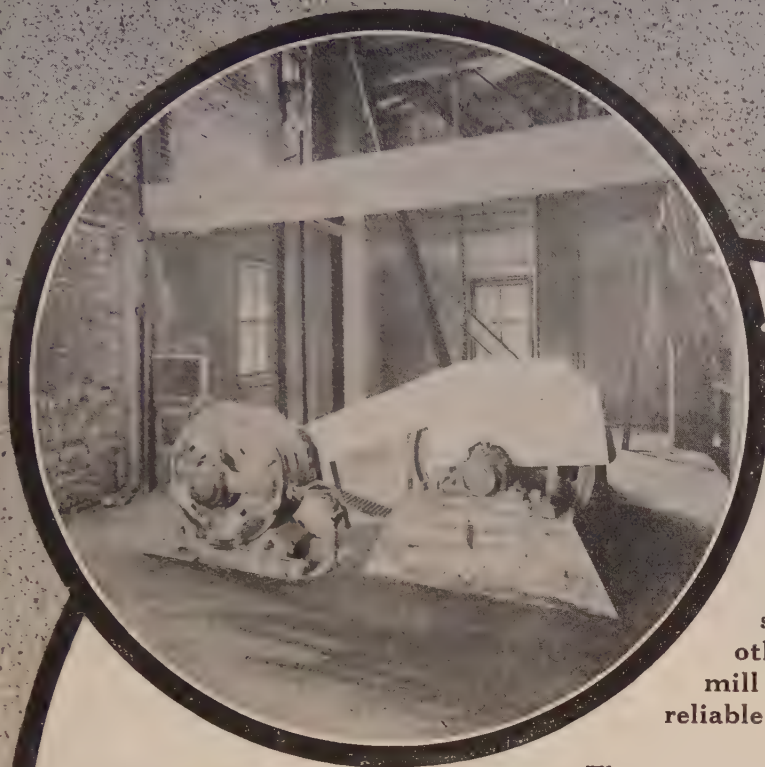
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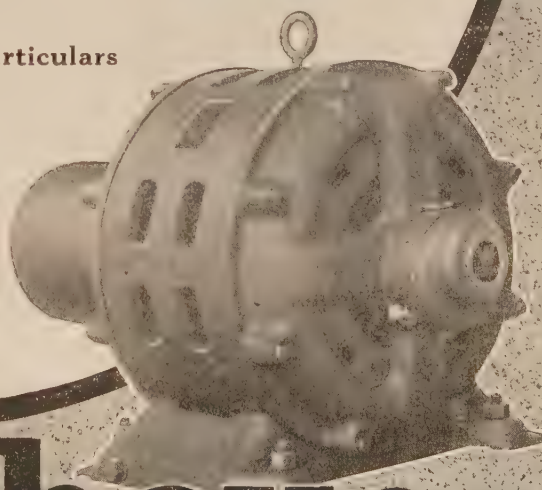
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Endurance—that lasting quality which only the best can produce.

With Westinghouse apparatus installed, your power troubles are few and your time can be devoted to production.

Our nearest office will furnish further particulars upon request.

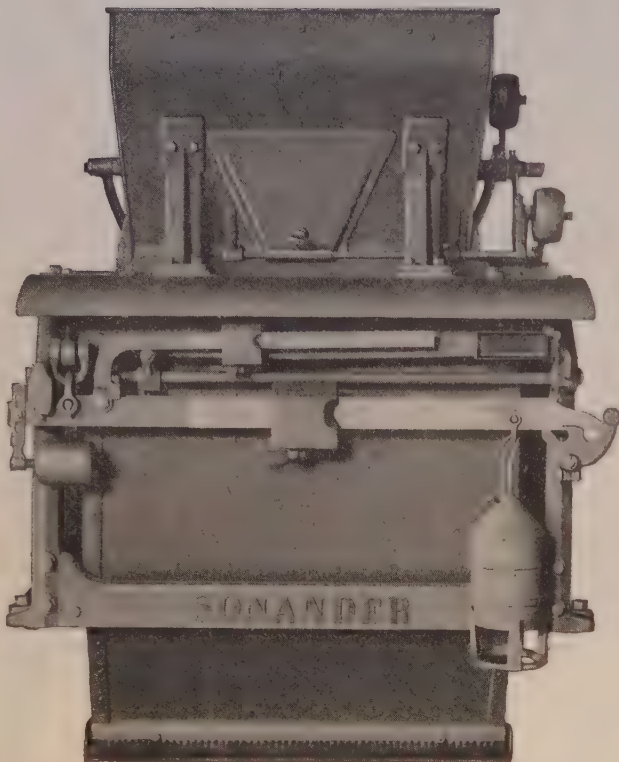
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# Westinghouse



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When buying a scale be sure to inquire and investigate this scale. Its simplicity and accuracy will suit your every purpose, and save money for you. Any of the offices below will be glad to give you complete information. Address the one nearest you.

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**VOLUNTEER OATS ARE HEAVY**  
Last Winter They Did Not Freeze Out

**YOU!** will not get the Govt. Guaranteed Price on Wheat unless these oats are all separated out.

**THE RICHARDSON** OAT SEPARATOR  
is the only solution. Write Quick.

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The printing is crosswise the ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

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### GRAIN DEALERS JOURNAL

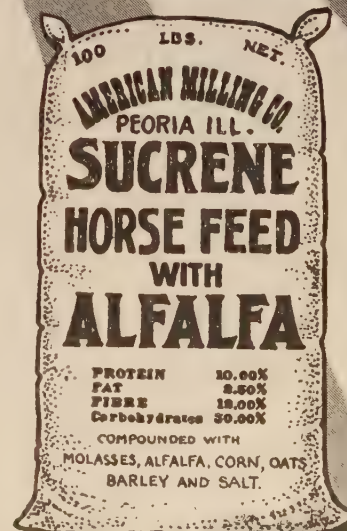
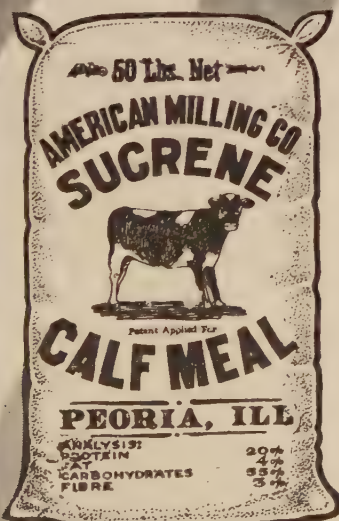
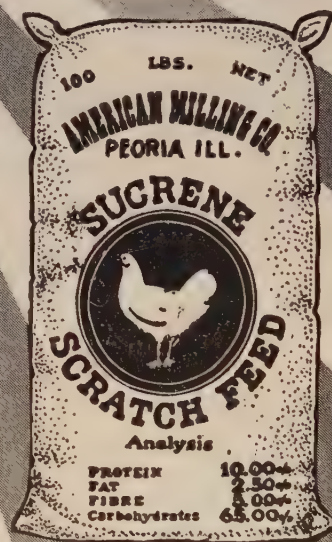
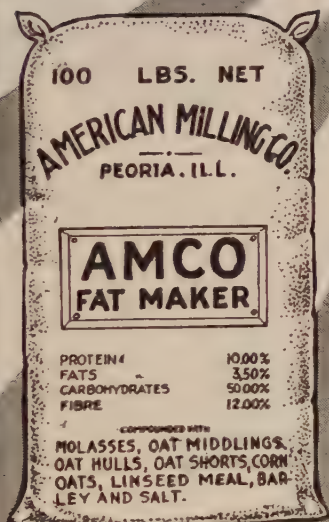
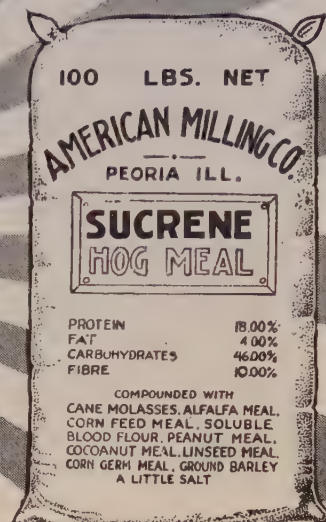
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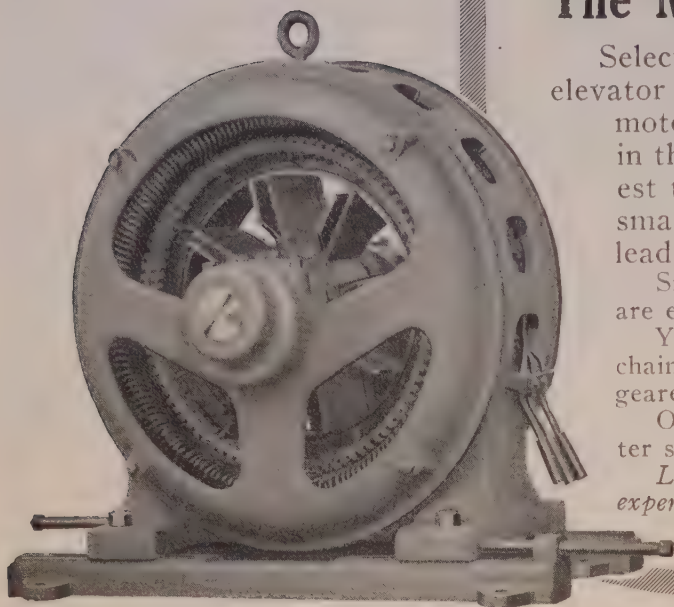
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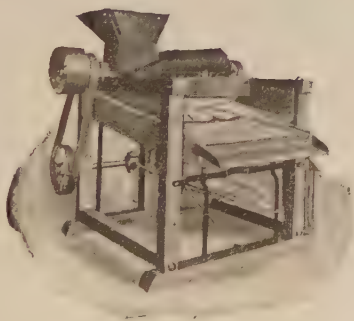
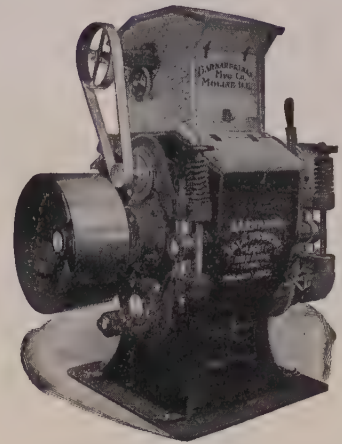
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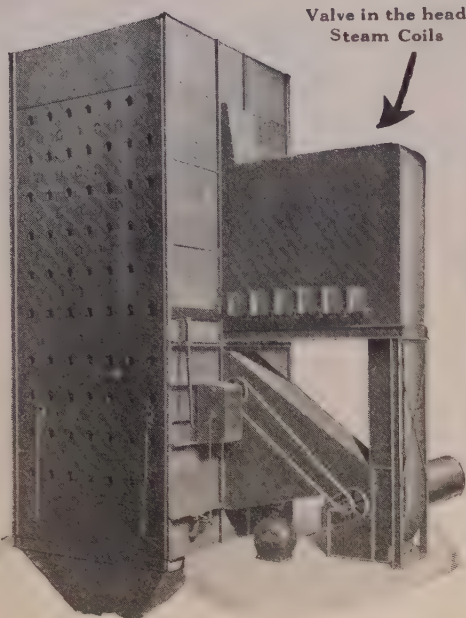
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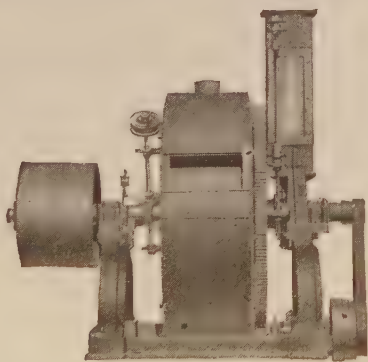
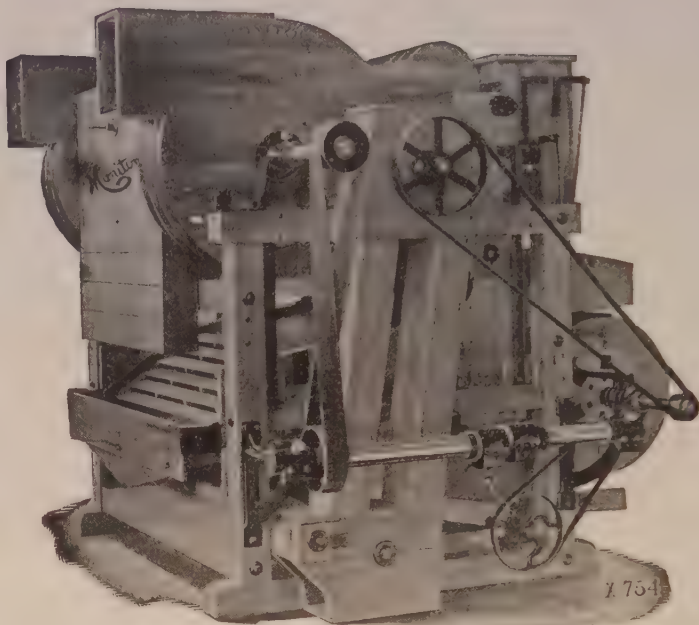
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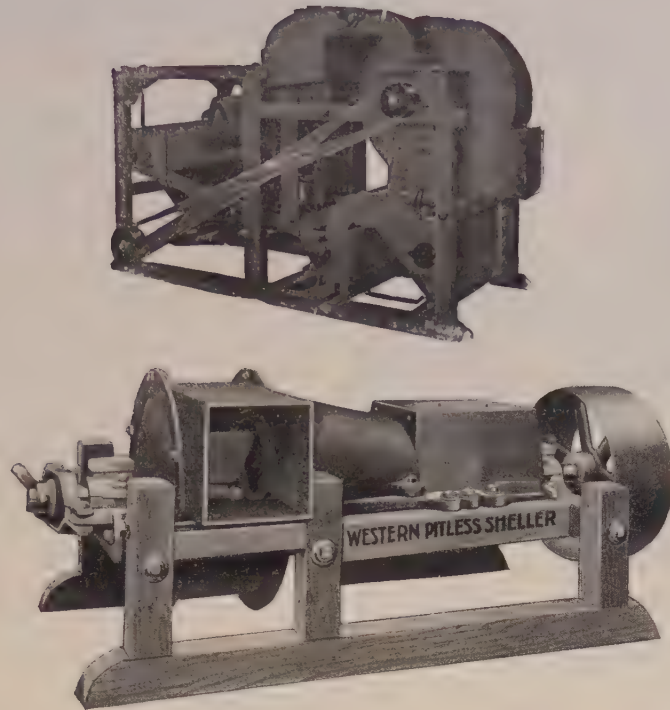
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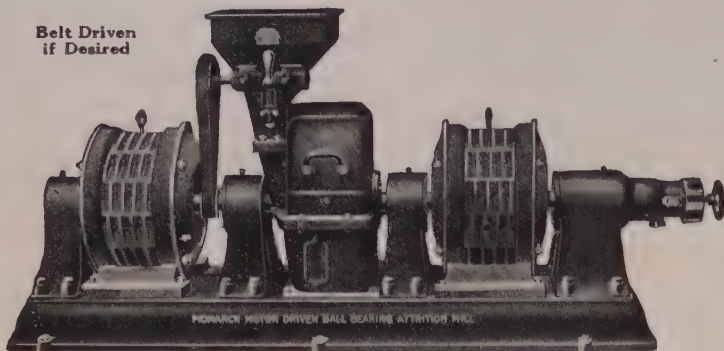
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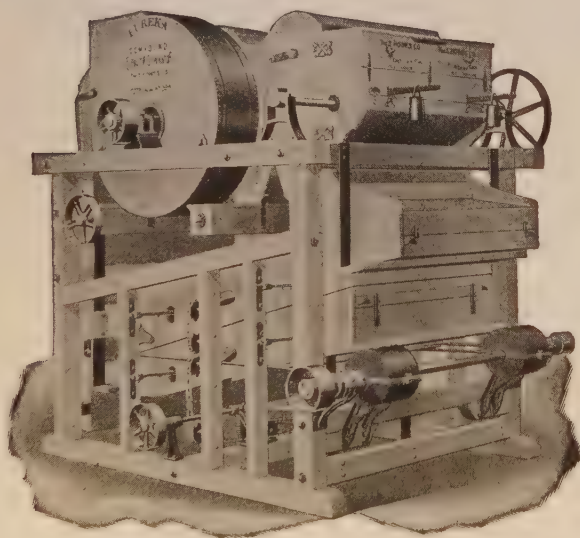
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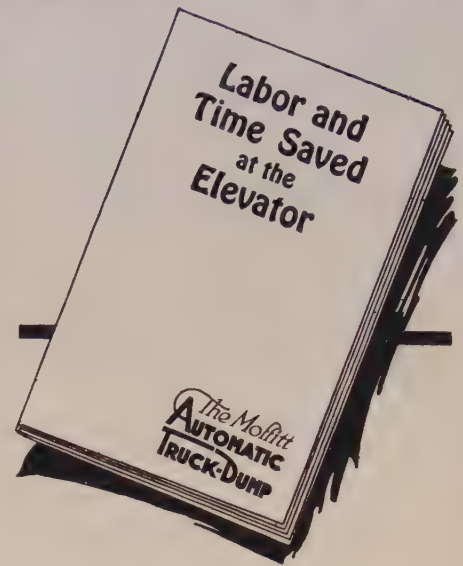
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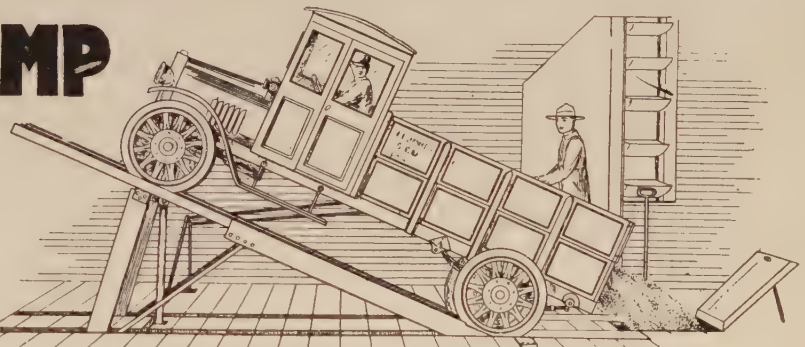
This simple yet powerful device combines with your present equipment. It is easily installed without interfering with your wagon dump; in fact, is merely additional to it. This Moffitt Automatic Truck Dump meets your demands for a simple and practical

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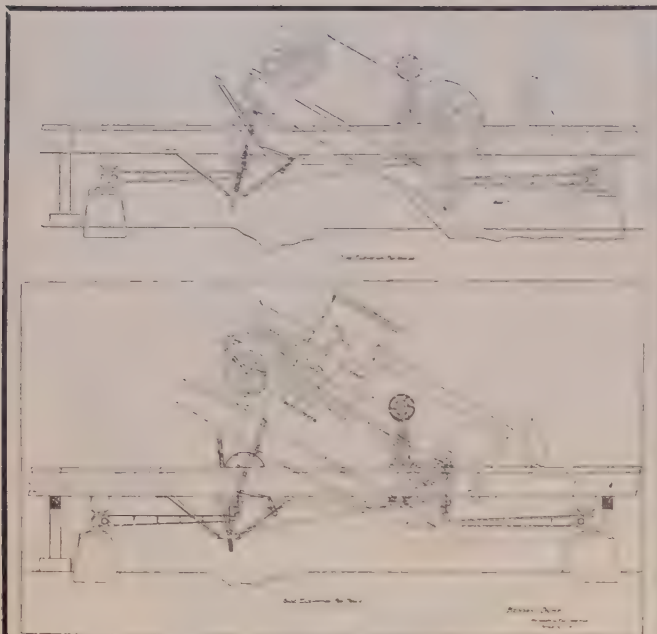
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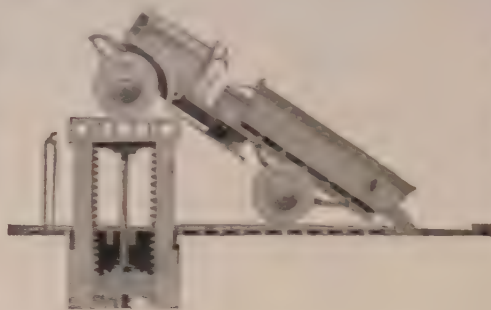
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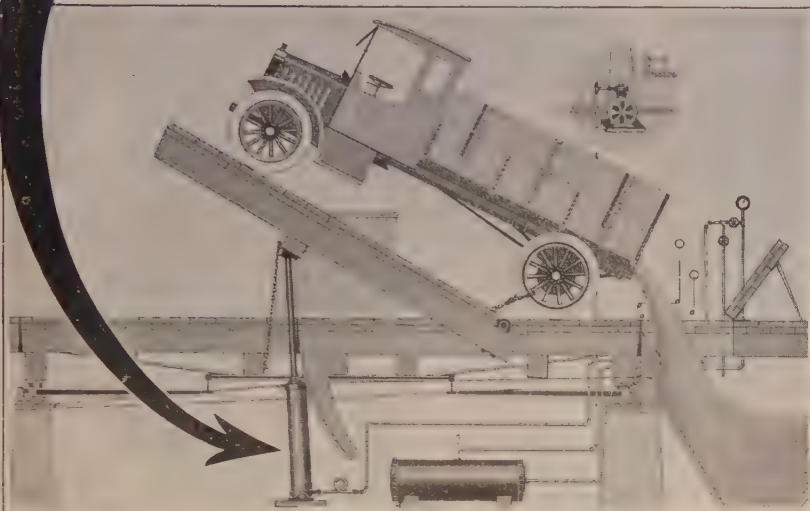
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*-the tilting power cylinder and the platform  
-one within the other-that makes it possible, by  
shifting forward or back, to raise either section of the*  
**Globe Combination Auto & Wagon Dump**  
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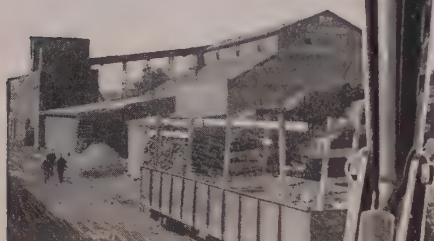
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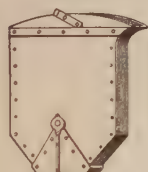
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## A KEWANEE Renewable Bottom Loading Spout

**Saves Grain, Money, Time, Labor**

Every experienced grain man knows that loading spouts wear only on the bottom side.

YOU have thrown away hundreds of dollars in grain spouts because of small holes. 98% of these spouts were still good. When small holes wear in the Kewanee, you don't have to throw away the spout. Just slip in new bottoms at a few cents each. Each section will outwear dozens of bottoms.

A Kewanee Renewable Bottom Loading Spout is a permanent improvement—the old style spout is always temporary. The Kewanee costs about the same as others, but will outlast a dozen of them.

Give us the size of your down spout and length of your present loading spout, and let us show you how to save. A rough sketch will help us. You will be under no obligations.

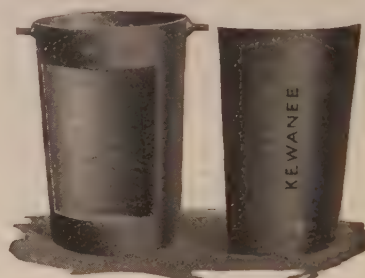
**Kewanee Implement Co.**

514 Commercial Street

Kewanee, Illinois

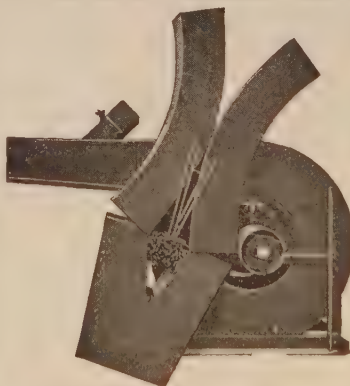
Distributors  
Howe Scale Co. of Ills. Fairbanks Morse & Co.  
KANSAS CITY, MO. OMAHA, NEB.  
General Service & Supply Co., Minneapolis, Minn.

Section of  
Kewanee  
Renewable  
Bottom  
Loading  
Spout



Pat. Pending

## No Need to Scoop Grain in a Dirty, Dusty Car



"We loaded 1,800 bu. of corn an hour the day before Thanksgiving. We never have to get in a dirty, dusty car to scoop grain." Kenney Elevator Co., Kenney, Ill.

"Your Boss Air Blast Loader is giving the best of service." G. N. Falknor & Son, West Milton, O.

"We would not think of going back to gravity." J. L. Baum & Son, Storms, O.

"You may ship us one of your Air-Blast loaders. We have investigated this thing pretty thoroughly. At Strawns Crossing we saw one in operation and it certainly was doing the work." Central Illinois Grain Co., Ashland, Ill. They have since bought SIX for six of their elevators.

We might go on naming user after user who has gotten away from loading troubles entirely by installing a Boss Air Blast Car Loader.

Every car loaded to full capacity without shoveling. Horse Power required from 4 to 12 Horse Power, depending upon speed and capacity desired. CANNOT injure the tenderest grain. Grades improved. We use no complicated feeding devices. Grain simply slides into blast of air. Quickly installed. 30 DAYS' FREE TRIAL.

Write for our two booklets—"\$60.00 A CAR PROFIT" and "BETTER PROFITS FOR YOU." They tell all about our full line both portable as well as stationary car loaders. These interesting booklets are free.

**MAROA MANUFACTURING CO.,**

Dept. G.,

Maroa, Ill.

## WUD U SELL OUT?

Then read the advertisements in the "Elevators Wanted" column of the Grain Dealers Journal, or better still, advertise your property in the "Elevators For Sale" columns of the Grain Dealers Journal, and get your own price for it.

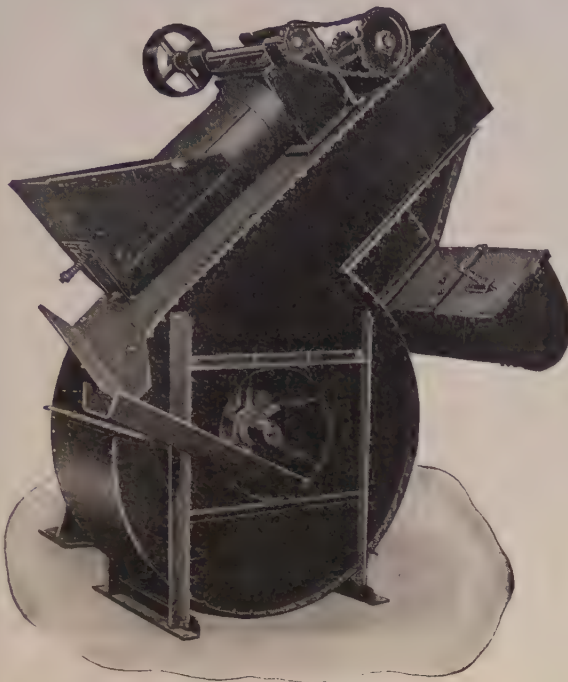
**Grain Dealers Journal,**

La Salle St., Chicago



# A better way to handle GRAIN is the Bernert Way

## WHY?



Because the Bernert way will save you money and make you money. With the Bernert Pneumatic Grain Handling Machines, whatever your grain handling problem today, will be no problem at all. The Bernert Pneumatic Machines handle all grain ahead of the fan; that's why there positively will be no grain damaged.

They are positively **NON-CHOKABLE**; that's why you will not have any trouble. They will at the same time they handle the grain, **MAKE BETTER GRAIN**. Let us tell you **WHY**.

Simplicity of installation and efficiency in operation, handling any problem, is for what the Bernert Pneumatic Elevators, Combined Elevators and Loaders, Conveyors, Portable Track-loaders, Car-loaders, etc., stand.

For further information, write for catalog to the

### Bernert Mfg. Co.

491 12th Street

MILWAUKEE, WIS.

## CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The  
Combined Grain Cleaner  
and  
Pneumatic Car Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

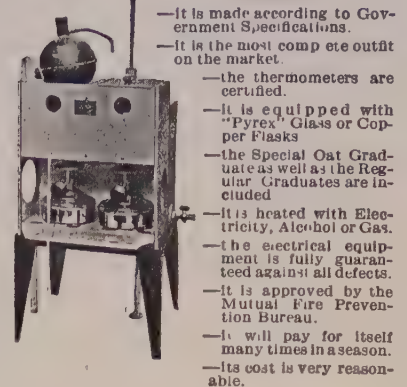
Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

## Buy this Tester

### Because



- It is made according to Government Specifications.
- It is the most complete outfit on the market.
- the thermometers are certified.
- it is equipped with "Pyrex" Glass or Copper Flasks
- the Special Oat Graduates as well as the Regular Graduates are included.
- It is heated with Electricity, Alcohol or Gas.
- the electrical equipment is fully guaranteed against all defects.
- It is approved by the Mutual Fire Prevention Bureau.
- It will pay for itself many times in a season.
- Its cost is very reasonable.

Ask for full information



### A Tester Wants a Job

in your plant. These clutches will save you money, power, time and trouble. Investigate today. A card brings our Free Booklet.

Dea or Foundry, Furnace & Machine Co., D-1 L. INDIANA

## LINE UP WITH THE HUNDRED THOUSAND

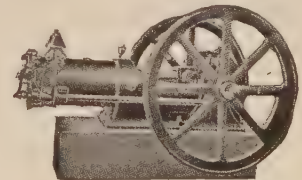
who have proved to themselves that "OTTOS" are a tremendous asset to their business.

For light or heavy loads, for emergencies or steady service, the

## OTTO Gas or Gasoline ENGINES

are always right and ready.

They are powerful, reliable, economical—have been built so for over forty years.



OTTO ENGINE MFG. COMPANY

3219 Walnut Street, Philadelphia  
15- 7 So. Clinton Street, Chicago

## YOUR MESSAGE

Let the Grain Dealers Journal your message bear  
To progressive grain dealers everywhere.



## Have a Capable Feed Department

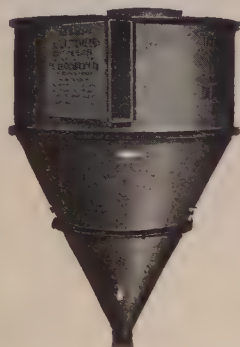
There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

**J. B. EHRSAM & SONS MFG. CO.**

ENTERPRISE, KANSAS



**THE ONLY SANE, SAFE THING**

**to do is to install an All Metal  
Fire Proof**

**Knickerbocker "1905" Cyclone  
DUST COLLECTOR**

**The Knickerbocker Co.,**

**Jackson, Michigan**

## Handling Grain for Profit?

If you could DOUBLE the hourly and daily capacity of your present elevator leg; CUT IN HALF the attention, labor and time you now give to it; would such an achievement be of value to you? Figure this out carefully, and see what such a scheme would mean to you in the long run, financially.



You are handling grain mainly for profit. Could you possibly attain your ends in a more simple, or more certain way, than to double the efficiency of your elevator plant? And in a new leg, without cost?

Send for Catalogue F and then let us further unfold this idea to you.

### THE HALL SIGNALING GRAIN DISTRIBUTOR

Our idea is that the Distributor should direct all the grain to the exact spot without mixing, with the least trouble or care, not only now and then, but always.

That is the service that the Hall Distributor performs.

**Hall Distributor Company, 222 Railway Exchange Omaha, Nebr.**

### The Van Ness Safety Roller Bearing Manlift

Is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices.

Manufactured and for sale by

**R. M. Van Ness  
Construction Company  
Grain Exchange Building  
OMAHA, NEB.**

We Build  
Modern Grain Elevators



**For Accurate Moisture Tests  
use our Grain Dealers Air  
Tight Cans for forwarding  
your grain samples.**

**ST. LOUIS PAPER CAN AND TUBE CO.  
ST. LOUIS, MO.**

## YOU

Can find no present more acceptable to the progressive grain dealer than a paid up subscription the Grain Dealers Journal.

## Try Our Automatic Dump Controller

We believe this will be a big year in the Elevator Building Business, since the last year or so was given almost wholly to the repairing and remodeling of the old houses.



Since the closing of the War means the beginning of a New Era in the History of the World, so, also will the people be looking to the newest and best manner in which to handle their business. Therefore, when contemplating the erection of a new Grain Elevator, think what it means to have a perfect working dump and give your attention to making yours such.

There is no better way than by having it controlled by an Automatic device made expressly for this purpose. There are hundreds in use today giving satisfaction, and you can have this Service with little expense.

Drop a line to us and get full particulars regarding our AUTOMATIC DUMP CONTROLLER.

**L. J. McMILLIN**

525 Board of Trade Bldg. INDIANAPOLIS, IND.

## KENNEDY CAR LINERS

**Prevent Leakages**

**Avoid Claims**

**Saves Money**

**Used by Thousands of  
Progressive Shippers**

MADE BY

**THE KENNEDY CAR  
LINER & BAG CO.**

SHELBYVILLE, INDIANA

## You Can Make

the Grain Dealers Journal worth much or little to your business. It represents the labor of nearly a thousand persons using equipment that costs nearly a million. All of it is in the interest of your business and you will find suggestions and pointers in both the reading and advertising pages of real value, if you will but read and heed the message.



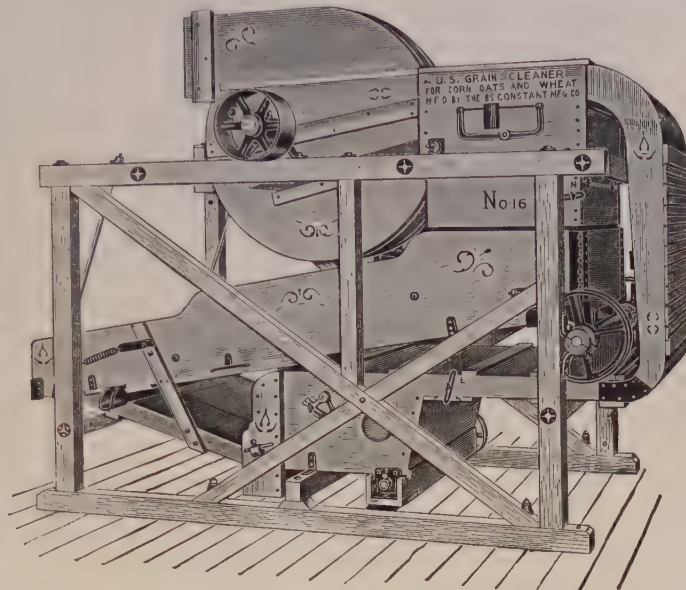
# A PERFECT GRAIN CLEANER

The "U. S." Grain Cleaner is easily the leader in satisfactory grain cleaning. It has built up an enviable reputation by its record of consistent good performance. It is the cleaner you should install in your elevator.

One  
Powerful Fan

Fan Always  
Under Control

Dustless



Two  
Air Separations

Journals  
Run Cool

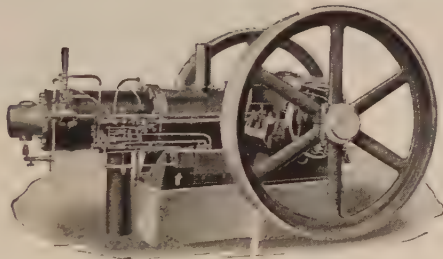
Light Running

*Catalog of Our Complete Line of Elevator Machinery on Request*

**B. S. CONSTANT MANUFACTURING CO.**

Bloomington

Illinois



## Muncie Oil Engine

Uses heavy crude or fuel oil, kerosene or distillate. You can use the fuel that is cheapest to get. Self-starting—Self-contained—Automatically governed.

### STUDY THESE FACTS

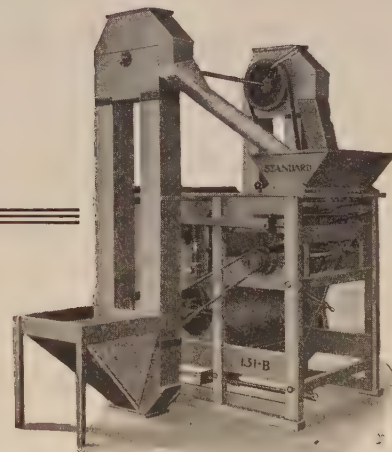
Lower Fuel Cost	More Power
Closer Regulation	Steadier Power
No Shut-downs	Greater Reliability
Fewer Repairs	Lower Up-keep

*Write for proof of these facts*

**MUNCIE OIL ENGINE CO**

518 JACKSON STREET

MUNCIE, IND.



If you want your grain to test up to the market requirements get a

## Standard Cleaner

**No. 131B**

like illustration, and your troubles will be over.

Only a few hours work to install and very simple to operate.

Never fails to give satisfaction.

Ready for immediate delivery.

Ask for our circulars and prices today.

**The International Mfg. Company**

CRESTLINE, OHIO



## GRAIN ELEVATOR BUILDERS

### DON'T DELAY BUILDING!

We give you QUICK ACTION

Builders of

Grain Elevators, Alfalfa Plants  
and Coal Pockets

WOOD or FIREPROOF CONSTRUCTION

**Younglove Construction Company**

412 United Bank Building      SIOUX CITY, IOWA



### A Reliance Elevator

is economical and efficient in operation because it is correctly designed and properly constructed.

For years we have studied carefully the needs of the grain trade, progressing constantly with developments in engineering and construction, and we know how an elevator should be built to give complete satisfaction.

We build them that way.

Ask us for particulars on the house you plan to erect.

**Reliance Construction Co.**

Board of Trade Indianapolis, Ind.

**R. C. STONE ENGINEERING CO.**  
320 MERCHANTS EXCHANGE  
ST. LOUIS, MO.  
DESIGNERS AND BUILDERS OF  
**CONCRETE AND WOOD ELEVATORS**  
(CORRESPONDENCE SOLICITED)

**BALLINGER & McALLISTER**  
ENGINEERS AND CONTRACTORS

Train Elevators Driers Coal Chutes  
Wood or Concrete

UNITY BLDG., BLOOMINGTON, ILL.

**MACDONALD ENGINEERING CO.**  
DESIGNERS AND BUILDERS OF  
**GRAIN ELEVATORS**  
MONADNOCK BLDG. CHICAGO, ILL.

**BIRCHARD**  
CONSTRUCTION CO.  
CONTRACTORS GRAIN ELEVATORS  
Mills and Warehouses  
Especially Designed for Economy of  
Operation and Maintenance  
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Your Individual Needs  
are respected when your elevator  
is designed and built by  
**W. H. CRAMER CONSTRUCTION CO.**  
NORTH PLATTE, NEB.  
Write for Details of Our System

**Decatur Construction Co.**  
ENGINEERS AND BUILDERS  
OF GRAIN ELEVATORS  
510-512 Wait Building  
DECATUR ILLINOIS

**EFFICIENT ERECTING CO.**  
We make plans and build up-to-date  
GRAIN ELEVATORS AND MILLS  
GEO. H. CRAIG  
6803 Parnell Ave., Englewood, Chicago, Ill.

If you wish to build your elevator  
right, my eighteen years experience  
is at your command.

**C. E. BIRD & CO.**  
MINNEAPOLIS MINNESOTA

**D. F. HOAG & CO.**  
Designers and Constructors of  
**GRAIN ELEVATORS**  
Corn Exchange, Minneapolis

**GEO. SAATHOFF**  
DESIGNER--BUILDER  
**Grain Elevators**  
Hotel Mayer PEORIA, ILLS.



R. E. Jones Co., Wabasha, Minn.

We have the most complete  
organization in the Northwest  
for the construction of

**GRAIN and COAL  
ELEVATORS**

**T. E. Ibberson Company**  
MINNEAPOLIS, MINN.

### THE SYKES COMPANY

930 West 19th Place, Chicago  
MAKERS OF  
**FIREPROOF WINDOWS**

WE manufacture all gauges of corrugated  
iron, either painted or galvanized. We  
make Patent Cap Roofing, Roll Cap Roofing,  
"V" Crimped Roofing, Metal Ceilings, etc.,  
etc.

We make a specialty of

**Corrugated Iron and  
Metal Roofing  
For Grain Elevators**

And take contracts either for material alone or job completed.  
Write us for prices. We can save you money.

### Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers. Some dealers record oats receipts in front and corn receipts in the back of book; others use a separate book for each kind of grain.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380.

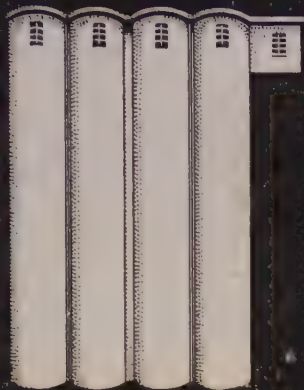
Price, \$2.00

**GRAIN DEALERS JOURNAL**  
305 South La Salle St., CHICAGO, ILL.



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DEVERELL, SPENCER & CO.  
GARRETT BUILDING  
BALTIMORE, MARYLAND



American Flint Tile Elevator

## HOLLOW TILE ELEVATORS

Fireproof, no upkeep,  
indestructible. Guaranteed.  
Built with

**American Flint Tile**  
COST LESS THAN  
CEMENT OR WOOD

Special Construction Plans  
and estimates furnished free.

**W. W. COATES CO.**

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## Economical Painting

lies not in buying the lowest priced  
paint and applying it by high priced  
labor. Economical painting lies in  
buying a paint with a record behind  
it for durability.

Records covering a period of over 50  
years prove that for long service under  
all the trying conditions of climate  
and gases and all destructive agents.

## DIXON'S Silica-Graphite PAINT

is the most economical and lowest  
cost paint. It is made in First Quality  
Only.

Try out Dixon's Silica-Graphite Paint  
for yourself, and see what economies  
it will produce for you.

Made in Jersey City, N. J., by the  
**JOSEPH DIXON CRUCIBLE COMPANY**  
ESTABLISHED 1827.

**A. F. ROBERTS**  
ERECTS  
ELEVATORS  
CORN MILLS  
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**MILLER, HOLBROOK, WARREN & CO.**  
DESIGNING ENGINEERS  
Reinforced Concrete Elevators  
Large or Small  
Millikin Building DECATUR, ILL.

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**W. C. BAILEY**  
Contracts and Builds  
Modern Grain Elevators  
We can furnish and install equipment in old  
or new elevators, guaranteeing greater capacity  
with less power, and positive Non-Choke-  
able working leg. Let us show you.  
433 Range Bldg., OMAHA, NEBR.

**A. G. BOGGESS**  
Builder of  
GRAIN ELEVATORS  
and Coal Pockets  
Phone F. 282 P. O. Box 166  
DECATUR, ILL.

**L. J. McMILLIN**  
ENGINEER and CONTRACTOR of  
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Any Size or Capacity  
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**ACCOUNT BOOKS** FOR SALE BY  
Grain Dealers Journal  
CHICAGO

**White Star Co.**  
WICHITA, KAN.

**BUILDERS of  
Good Elevators**  
WRITE US ABOUT THE  
PLANT YOU HAVE IN MIND

**Burrell Built Elevators  
are Better—  
the kind you need**  
**Burrell Eng. & Cons. Co.**  
Chicago  
Portland, Ore. Kansas City, Mo.

**GEORGE HOWARD**  
Grain Elevator Repair Specialist  
LA GRANGE, ILL.  
Old elevators made almost new at lowest prices.  
New elevators either wood or concrete given  
special attention. Let us know your needs.

—FIRST IN NEWS!  
—FIRST IN ENTERPRISE!  
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The Grain Dealer's Journal



Patented

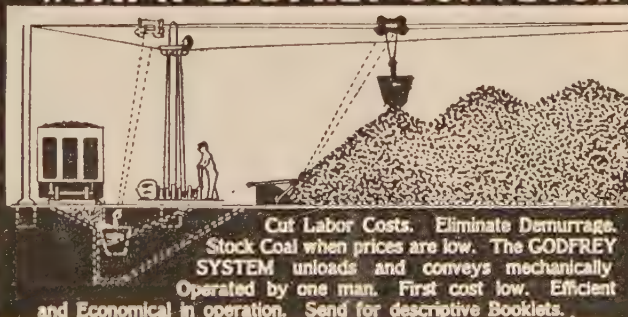
## JACKS For Lifting Concrete Forms

12 Years of Service

Over 4,000 in Use

**NELSON MACHINE CO.**  
WAUKEGAN, ILL.

## MODERNIZE YOUR COAL HANDLING WITH A GODFREY CONVEYOR



the Godfrey Conveyor Co., Elkhart, Indiana

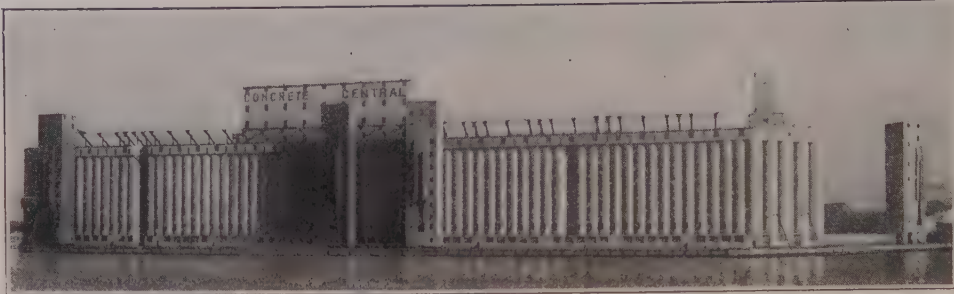


## Monarch Built Elevators

assure you economical design, first class work, efficient operation.

### SATISFACTION

*Let us Submit Designs and Prices*



Concrete Central Buffalo, 4,500,000 Bu.

One of the modern houses which has made a record for rapid and economical handling

**MONARCH ENGINEERING CO., BUFFALO, N. Y.**

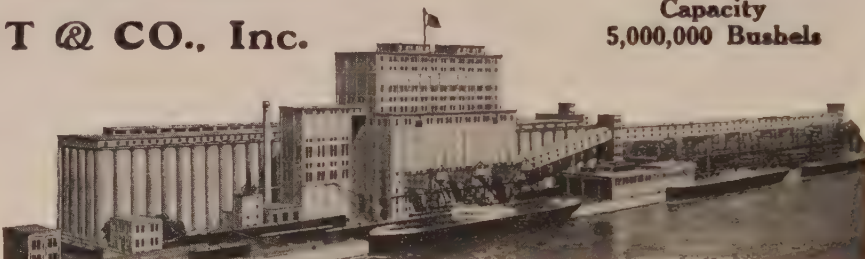
## THE MOST MODERN ELEVATOR IN THE WORLD

Now in course of construction at Canton, Baltimore, Md., for the Pennsylvania Railroad.

### JAMES STEWART & CO., Inc.

Capacity  
5,000,000 Bushels

Designers and Builders  
**GRAIN ELEVATORS**  
IN ALL PARTS OF THE WORLD  
**GRAIN ELEVATOR DEPT.**  
15th Floor, Westminster Bldg.  
CHICAGO  
W. R. SINKS, Manager



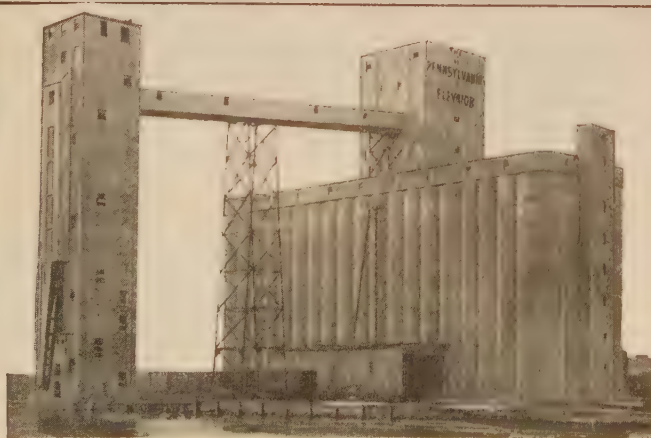
## GROUP OF TERMINAL ELEVATORS BUILT RECENTLY BY US AT Port Arthur, Ontario

FOR

The Grain Growers' Grain Company, Limited.  
The Saskatchewan Co-operative Elevator Co., Limited.  
The James Richardson & Sons, Limited.

### THE BARNETT-McQUEEN COMPANY, LIMITED

Designers and Builders of GRAIN ELEVATORS  
Offices: Fort William, Ont., Duluth, Minn., Minneapolis, Minn.



Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

Designed and built under the direction of

### Folwell-Ahlskog Co.

McCormick Bldg. - Chicago, Ill.

*Write us for Estimates and Proposals*





## Elevator No. 2

**Manchester Ship  
Canal Company**

Manchester, England

**1,500,000 Bushels**

**John S. Metcalf Co., Ltd.,** *Grain Elevator Engineers*

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MONTREAL, CANADA

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395 Collins Street  
MELBOURNE, AUSTRALIA

125 Strand  
LONDON, W. C., 2, ENGLAND

## FEGLS CONSTRUCTION CO.,

FORMERLY FEGLS-BELLOWS ENGINEERING CO., LTD. LIMITED

**ENGINEERS—CONTRACTORS**

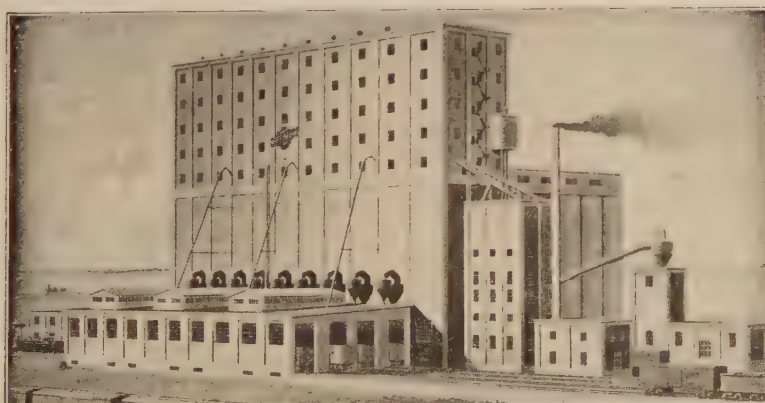
GRAIN EXCHANGE, FORT WILLIAM, ONT.

WE ARE PREPARED TO TAKE  
AND EXECUTE CONTRACTS ANY-  
WHERE. GRAIN ELEVATORS, MILLS  
HEAVY ENGINEERING STRUCTURES

WE HAVE AN ENVIABLE RECORD FOR SERVICE



Elevator and Mill Designed and Built for Lake of the Woods  
Milling Co., Ltd., Medicine Hat, Alberta.



The 1,250,000 Bushel

## C. & N. W. Elevator

at

Council Bluffs, Iowa

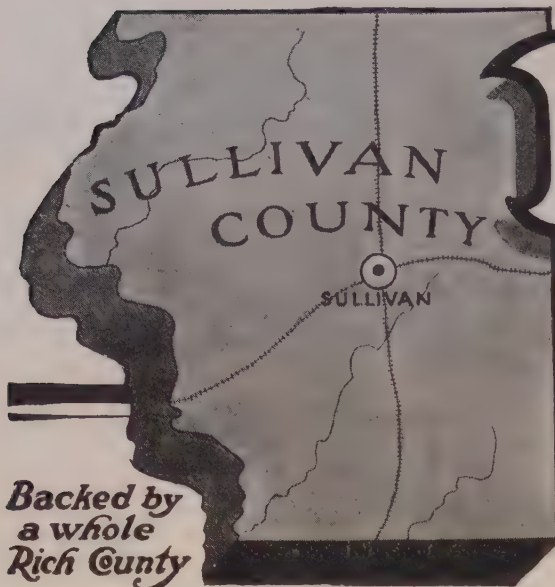
is the latest acknowledgment of our  
capabilities as Grain Elevator Engineers  
and Constructors.

**WITHERSPOON-ENGLAR CO.**

1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof  
MILLS AND ELEVATORS





**Backed by  
a whole  
Rich County**

# MUTUAL

## "America's"

### An "All Star" Truck

Like an "All-Star" theatrical performance, the MUTUAL TRUCK is an aggregation of units that have won a name and a name for themselves at the very top of the profession.

In making our selection of the units for the MUTUAL we closed our ears to the noise of mere popular advertising; and, by careful comparison, measurement and test, of the rival makes of engines, clutches, transmissions, universals, frames, axles, radiators, steering gears, magnetos, fuel injectors, wheels and all other parts, chose the ones that the great majority of the best professional authorities on the "inside" agreed with us were the only ones that could be used for a truck that would dare call itself—"America's Greatest Truck."

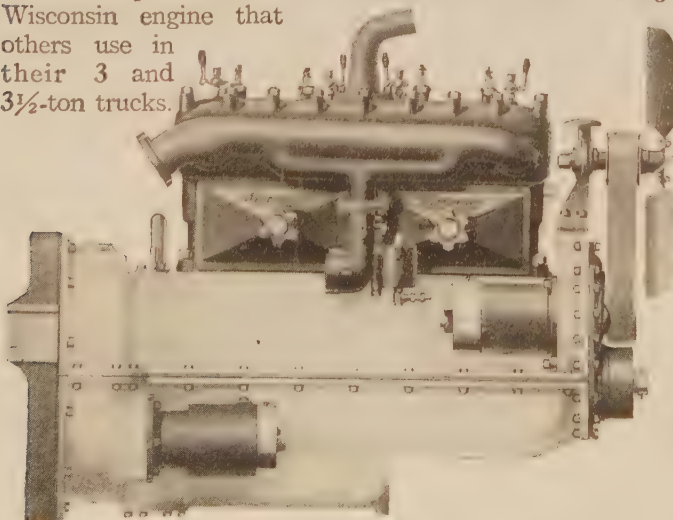
## MUTUAL SUPER SPECIFICATIONS (TWO TONS)

### America's Greatest Truck Engine

From every standpoint—design, material, construction, extreme care in manufacture and inspection, the *Wisconsin Engine* is recognized as indisputably America's Greatest Truck Engine.

There are several very good "second best" truck engines on the market, any one of which is good enough for an ordinary truck; but there is only one engine that is good enough for "America's Greatest Truck"—and that engine is the "Wisconsin"—first in gas economy, endurance, reliability and all-round engine efficiency.

And we put into our 2-ton MUTUAL the same 4 x 6 Wisconsin engine that others use in their 3 and 3½-ton trucks.



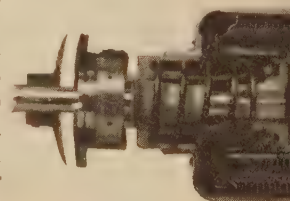
### America's Greatest Truck Governor

The Duplex Company's Duplex (not Simplex) is the only one that controls road-speed independent of motor-speed. It makes the driver obey the owner's orders always and everywhere; it is, in fact, an "automatic chauffeur," that adds years of life to the engine by guarding it against abuse. It is vastly more accurate than throttle control; makes a 20% increase in gasoline efficiency by use of a patented "grid" instead of the butterfly type. Its proportions fuel to suit road conditions, delivers power as needed, assures a quick get-away. The Duplex delivers more power on hills and bad roads; increases average road speed 30% and acts as an automatic safety brake on steep grades. Incidentally it costs us 2 to 5 times as much as other makes and types.



### America's Greatest Truck Clutch

The Hele-Shaw, Universal No. 5, oil-immersed, multiple-disc clutch costs us twice as much as the next best, and from three to four times as much as clutches used by the majority of trucks. It gives a smooth, silent, positive pick-up; a firm final grip; and saves the engine and entire mechanism (including tires) the ruinous "racking" that cheap clutches cause. You will tolerate no other clutch on any truck you own after you use the Hele-Shaw.





# MUTUAL

## Greatest Truck

2-3½-5 TON

### America's Greatest Truck Universal

And it be anything but a Spicer? And we use three joints in the shaft and a fourth in the universal itself. Here, too, we put into our 2-ton Mutual used for 3 and 3½-ton trucks by all other makers the Spicer.

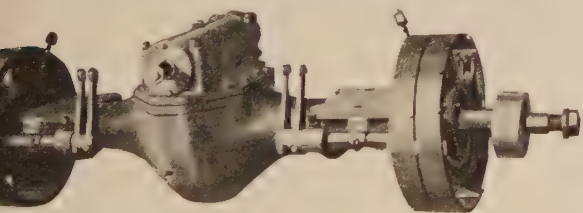
### America's Greatest Truck Transmission

"Miller" of course; and model "G5" selective; removable plates, to attachment of metal hoist and tire. Four speeds forward and reverse. A simple dependable gear-set leading high-priced makers on their 3 and 4 models.



### America's Greatest Truck Axles (Ball Bearing)

To ensure the highest efficiency, we adopted the Sheldon Gear Axle—first because both the worm thrust and loads are taken by ball bearings, which offer less resistance than any other type of bearing. Second—because it is of the semi-floating type, which has the advantages of greater simplicity, less weight, greater carrying capacity, greater resistance to side shocks, lower maintenance cost and greater ease of removing wheels for



operation. The more deeply versed in scientific auto-engineering a man is, the more emphatic will be his declaration that the Sheldon is America's Greatest Axle.

Sheldon Ball bearing steering knuckle type of Front Axle adopted as a matter of course.

### And These, Too, Are Greatest:

**Parish and Bingham pressed steel Frame;** extra heavy type. Length 224 inches.

**Mather Chrome Vanadium Springs.**

**Smith Metal Wheels** for solid tires—regular equipment and not a costly extra.

**Dayton Steel Wheels** for pneumatic tires.

**Goodyear or Firestone Tires;** 36 x 4 solid for front wheels and 36 x 8 for rear; or same makes of Pneumatic tires as an option, at an extra cost.

**Ross Steering Gear**—with 20 inch wheel (not 17-18 inch).

**Perfex Radiator,** worth a big story in itself.

**Bosch Magneto**—type ZR4 with impulse-starter. Dust proof and water proof.

**Stromberg Carburetor;** type M.

**Bound Brook Oilless Bushings;** throughout.

**Weather-tite Cab**—fit for a King; regular equipment.

**Powell Muffler**—12 sections. Remarkably silent.

**Electric Steel Castings** at vital points, where others use Malleables.

**25-Gallon Gasoline Tank**

**Special 2½-gallon Reserve Lubricating Oil Tank.**  
Wheel base—150 inch.

*Specifications on the Mutual 3½-ton and 5-ton are equally "Great."*

## Buy One "Mutual"

Don't quibble about the price; but take our word for it—on this one purchase—that we give more for the money, in actual cost to us, than you can get in any other truck.

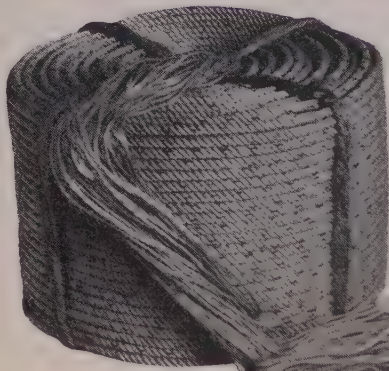
Put your "MUTUAL" into the hardest service you have, and keep a record of its ton-mile performance—all costs counted.

Do this, and all your future purchases will be MUTUALS.

We rise or fall on this test; and remember, we have vastly more at stake than you.

MUTUAL TRUCK COMPANY, SULLIVAN, INDIANA, U. S. A.





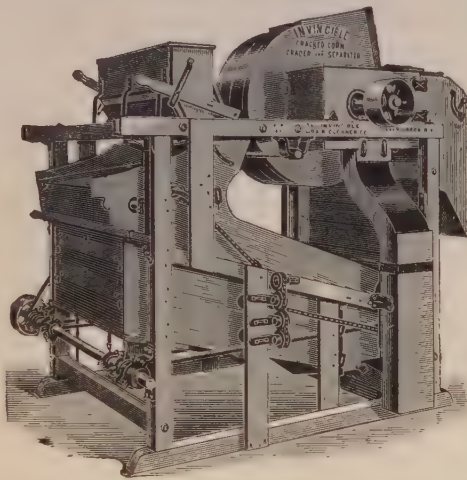
## FROM MAINSHAFT TO HEAD

Specify AJAX TRANSMISSION Rope in your elevator. Designed especially for grain elevators, it is the best rope the most skillful workmanship can produce. Delays caused by broken transmission rope are expensive. Specify AJAX on your next job.

**H. CHANNON CO.**

**Chicago, Ill.**

**AJAX**



**P**ROFITABLE handling of Cracked Corn Products requires the manufacture of three grades, each being free from meal, hulls and dust. It also requires that the meal be delivered by itself for sale as feed or to be rebolted for table meal. This work can be satisfactorily accomplished on one machine—the INVINCIBLE Cracked Corn Separator and Grader.

**INVINCIBLE GRAIN CLEANER COMPANY**  
Silver Creek, N. Y.

## Receiving and Stock Book

**Form 321** is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

Order Form 321 . . . Price, \$ 2.00

**GRAIN DEALERS JOURNAL, La Salle St., Chicago, Ill.**

## SCALE TICKET COPYING BOOK

This book contains 125 leaves of scale tickets, four to a leaf. Each leaf folds back on itself so as with the use of a sheet of carbon to make a complete and perfect copy of the original on the stub which remains in the book. The original tickets form the outer half of the page, so the removal of any ticket does not disturb the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weighers Signature. Size, 9x11 inches. Printed on good paper.

Order Form No. 73. **PRICE \$1.00.**

**GRAIN DEALERS JOURNAL, La Salle St., Chicago, Ill.**

## SHIPPERS' CERTIFICATE of WEIGHT

**Form 89 S.W.C.** is endorsed by leading shippers associations. Especially adapted for use in connection with claims for Loss of Weight in Transit. Each ticket gives the following information:

Kind of scale used; Station; Car Number and Initials; Shipper's Name; —lbs. equal to —bus. of No.—; Date scales were tested and by whom; car thoroly examined and found to be in good condition and properly sealed when delivered to the ————R. R. Co.; Seal Record, name and number, sides and ends; marked capacity of car; date; and name of the weigher. On the reverse side of both originals and duplicates is a form for recording the weight of each draught.

Printed in two colors of ink and numbered in duplicate. Seventy-five originals on Goldenrod Bond paper and 75 duplicates on tough pink manila. Well bound with heavy hinged press-board covers so book will open flat. Three sheets of carbon paper.

Order Form No. 89 SWC. Price \$1.00  
**Grain Dealers Journal, Chicago, Ill.**



# **NEW**

## ***Books for Grain Dealers***

To help the Grain Dealers economize labor and prevent errors we have recently produced three new grain books which will surely save you time and trouble.

### **Clark's Decimal Wheat Values—Form 33X**

This is the extended fourth Edition of this useful work and contains the values for any weight of Wheat, Alfalfa Seed, Clover Seed, Canary Seed, Beans, Grapes, Peas, Split Peas, Potatoes, or other commodity weighing 60 lbs. per bushel, at any market price from 50c to \$2.39 per bushel, for any weight from 10 to 100,000 lbs. For all such the results in dollars and cents are shown, and for additional rates, or prices, the results can be easily obtained by simple addition. This book is printed in two colors on linen Ledger stock and well bound in vellum boards. Price \$2.75, f. o. b. Chicago.

### **Triplicating Confirmation Blank — Form 6C.B.**

This form meets all requirements for confirming sales or purchases between grain or hay dealers. Its use will save time and prevent misunderstandings, as all you have to do is to fill in the names and quantities and routes of shipment and the confirmation is complete. It is put up in substantial form with fifty triplicate blanks, two sheets of dual carbon, bound in one book. Price 90c, f. o. b. Chicago.

### **New Oat Grade Code Words**

A new supplement giving code words for all the Federal grades of Wheat, Corn and Oats, for use in connection with the Universal Grain Code, has just been issued. This four-page supplement will be sent to all holders of Universal Grain Codes, upon receipt of a stamped and addressed envelope.

For these and other labor saving Grain Dealer Account Books address the

## **GRAIN DEALERS JOURNAL**

**305 So. La Salle Street**

**CHICAGO, ILL.**



# Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

## ELEVATORS FOR SALE.

GRAIN ELEVATOR and Lumber Yard in central Iowa for sale. Write for particulars to Perry, Box 3, Grain Dealers Journal, Chicago.

THREE GRAIN ELEVATORS for sale in state of Washington. Thompson Gillis Co., Spokane, Washington.

30,000 BU. ELEVATOR for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

20,000 BU. ELEVATOR in good shape, north central Kansas. Thrashing just started. Cheap if sold soon. Address: P. O. Murray, Mahaska, Kan.

30,000 CAP. ELEVATOR, located on I. C. R. R., for sale. This plant is new and in A-1 condition. Address: Bargain, Box 3, Grain Dealers Journal, Chicago.

ELEVATOR and Coal Business in north central Iowa, located in good grain territory and doing good business. Address Bell, Box 12, Grain Dealers Journal, Chicago.

50,000 BU. CAP. elevator in Iowa for sale or lease. On line of Ill. Central. Possession immediately. Splendid opportunity. Address Auto Box 12, Grain Dealers Journal, Chicago.

18,000 BU. CRIBBED elevator for sale for \$3,850.00; good as new. Excellent location. Best of terms. Owner must go to Colorado. Address: Elevator, Box 4, Grain Dealers Journal, Chicago.

AN OHIO county Elevator handling 300 cars of grain, hay and merchandise for sale or exchange for town property or farm. Price \$4,500. Address Right, Box 8, Grain Dealers Journal, Chicago.

25,000-BU. CAPACITY ELEVATOR AT MAX, N. D. International line of machinery goes with the deal. Big grain point and good machine business. Price \$12,000. Cash \$7,000, balance terms. Address Ernest Balsukot, Plaza, N. D.

10,000 BU. STORAGE cap. Country Elevator for sale in good grain and big feeding section of Indiana. Six miles from county seat. Will sell at a bargain if sold at once. Kerosene motor 20 h.p. for power. Write Haller Grain Co., Selma, Ind.

3 COUNTRY ELEVATORS, in richest wheat growing section of the Northwest for sale. Doing good business—made over 50% on investment last year. Will sell one or all—terms easy. Address Bixota, Box 10, Grain Dealers Journal, Chicago.

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal.

## ELEVATORS FOR SALE.

THREE CENTRAL ILLINOIS elevators for sale. Will sell together or separately. All located in the best grain section. Address: Main, Box 4, Grain Dealers Journal, Chicago.

ONLY ELEVATOR, LUMBER, Coal and Feed business located at Le Grand, Iowa, for sale. Doing a good business. Address: B. L. Cook, Marshalltown, Iowa.

FOR SALE OR LEASE—8,000-bu. capacity elevator, with good farm implement business. Advancing years and death in the firm makes it advisable to sell. Good grain locality. Good business. For complete information apply to Alex Verdot & Co., Bonnot's Mill, Mo.

NEBRASKA 10,000 BU. ELEVATOR including residence and about 25 acres of land. Both in excellent condition. Located in best farming section of Neb. Only elevator in town. Good territory. Address Only, Box 7, Grain Dealers Journal, Chicago.

## MILLS AND ELEVATORS FOR SALE.

FIRST CLASS CRIBBED, Galvanized Iron Clad Elevator of about 20,000 bu. capacity; Good Roller Meal and Chop Mill in connection. Storage in plant for 40 tons or more Feed. Equipped for Shelling and Cleaning Grain in transit. 1st class equipment, occupies a city block, on private track of 500 to 600 ft. with room for other buildings; Feed Yards in connection; also Seed business and Custom Grinding. Located in Kansas, on Santa Fe Ry., about 50 miles from Kansas City. Address Bargain, Box 10, Grain Dealers Journal, Chicago.

## MILLS FOR SALE.

2400 BU. CORN MILL for sale, entire or half interest. First class equipment, Nurdyke & Marmon Machinery. Located at Attala, Ala. Warehouse electrically equipped. Own sidetrack. Transit in 5 states, four railroads. Write or wire A. Brown, East Florence, Ala.

## BUSINESS OPPORTUNITIES.

GOOD MAN WANTED TO BUY or operate an elevator. J. W. Woodruff, Hamburg, N. Y.

GOOD, CLEAN STOCK OF HARDWARE and Implements for sale. Located in best of farming community. Wish to retire. Address Lock Box G, Princeville, Ill.

MIXED HARDWARE AND IMPLEMENT business for sale. Have \$3,500 stock. All good staple merchandise. R. H. Arntzen, Serena, Ill.

300 ACRES FARM, the best in southern Minn., 15 miles across the Iowa line, TO EXCHANGE for a grain or lumber business. Address: Frank Kuehl, Malcom, Iowa.

PROFITABLE wholesale and retail grain business in live, healthful, delightful Colorado city for sale for good reasons. Annual business \$700,000. Requires about \$75,000 to handle. Address Grain, Box 4, Grain Dealers Journal, Chicago.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamo-Motors" columns of the Grain Dealers Journal, Chicago.

## PARTNERS WANTED

I HAVE A LOT adjoining right-of-way of good railroad; about 10 miles from Frankfort, Ind. Good location for elevator, coal business and side lines. I want a partner who will help finance the building of house, and act as manager of the business. Address Weller, Box 10, Grain Dealers Journal, Chicago.

## ELEVATORS WANTED.

WANTED, to exchange town income property for one or two elevators. Address H. A., Box 2, Grain Dealers Journal, Chicago.

SMALL GRAIN ELEVATOR wanted that is doing a good retail business. Central Ohio preferred. Address: Ward, Box 1, Grain Dealers Journal, Chicago.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

## ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

ELEVATORS FOR SALE—Write to Julian L. Buckley, Elevator Broker, David City, Nebr.

IF YOU WANT to sell or exchange your property, write to me. John J. Black, 57th Street, Chippewa Falls, Wis.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

## What have you? FOR SALE

An Elevator  
Machinery  
Seeds

## Do you want?

An Elevator  
Machinery  
Position  
Partner  
Seeds  
Help

## Grain Dealers Journal CHICAGO, ILL.

has 6,000 readers who would like to know. Tell them thru a "For Sale & Want" Ad. Costs 25 cents per type line.



## SITUATIONS WANTED.

**AS GRAIN BUYER** for a mill or good elevator. 14 years' experience. Good references. Address: H. E. Combs, Forest City, Mo.

**AS MANAGER** of Country Elevator, 15 yrs.' experience in Grain, Feed & Coal. Good book-keeper. Married. Prefer Iowa or Minn. Address West, Box 4, Grain Dealers Journal, Chicago.

**HUSTLING**, experienced man wants situation with good country elevator. Can handle side lines. Will give bond for any amount needed. Salary reasonable. Address: Energy, Box 3, Grain Dealers Journal, Chicago.

**AS OFFICE MANAGER** or secretary, 20 yrs. experience. Familiar with all markets and southern mill trade as buyer and seller. Can handle in detail anything connected with grain business. Age 39 and married. Best of references. Address Capable, Box 3, Grain Dealers Journal, Chicago.

## FEMALE HELP WANTED

**STENOGRAPHER** with good education and grain trade experience wanted. Address: Manager, Box 1, Grain Dealers Journal, Chicago.

"We have sold the scales, thanks to the Want Ads." Spires Elevator Co.

**WHEN** the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

**News of new grain elevator machinery and supplies is of business importance to every elevator owner and operator who is willing to effect economies in the handling of grain thru his house by the adoption of the latest and best mechanical facilities obtainable.**

Such equipment is always the cheapest in the long run. Consult our advertising columns for desirable equipment.

## Your Advertising Seed

may grow anywhere, but you are sure to reap a bountiful crop of large orders when planted in our "Seeds Wanted - For Sale" department.

## MALE HELP WANTED.

**FOREMAN** for elevator wanted. Competent man familiar with wheat grades and elevator machinery. Address Sutherland Flour Mills Co., Cairo, Illinois.

**DRAFTSMAN ON GRAIN ELEVATORS** wanted; eastern location; state age, experience and salary desired. Address: Skilled, Box 4, Grain Dealers Journal, Chicago.

**CLERK FOR BOOK DEPT.**, express and mail shipping. Must operate typewriter and conduct correspondence. Write age and experience to Mgr., Box 1, Grain Dealers Journal, Chicago.

**MANAGER FOR ELEVATOR** and lumber yard, also to handle gravel, cement, etc. Position open Oct. 1. Good wages for man capable of taking full charge. Address: Woodland Farmers Elevator, Woodland, Ill.

**ELEVATOR CONSTRUCTION FOREMAN**, good wages and steady work for sober and industrious man. Also elevator CARPENTERS and HELPERS. Address or call at Room 3, Grain Exchange, Omaha, Nebr.

**EXPERIENCED CORN MILLER WANTED** for Corn Meal and Feed Mill, capacity 600 bbls. One with experience in selling preferred. References required. Give full particulars with reply. Address: Kinloch, Box 3, Grain Dealers Journal, Chicago.

**EXPERIENCED GRAIN MAN** who is also good bookkeeper and posted on freight rates and traffic conditions in the southwest, wanted. Do not answer unless you can make good on the above conditions. Give references, state where, when, for whom you have worked and what you did; salary expected, all in the first letter, also how soon you can come. Confidential, Box 4, Grain Dealers Journal, Chicago.

"We have secured all the help that we need, from our ad in your paper. We have probably received 40 or 50 applications and we are very much pleased with the results." Clovis Mill & Elevator Co., Clovis, N. M.

Do you want the name and address of the man who should be working for you? Try an ad in the "Help Wanted" columns of the Journal.

## BROKERAGE ACCOUNTS WANTED.

**ABLE REPRESENTATION** given shippers of Oats and Corn, in the city of New Orleans, on commission basis. Correspondence solicited. Prefer some Illinois or Iowa firm. Highest trade references furnished. R. McMillan, Jr., 412 Gravier St., New Orleans, La.

## IF U NU

How easy it is to sell anything thru a want ad in this paper, you would send in your ad at once.

Try it. At least ask us about the success of others.

**GRAIN DEALERS JOURNAL**  
LA SALLE ST., CHICAGO.

## Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size, 8½x13¼ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43.

Price, \$2.50

**Grain Dealers Journal**  
305 So. La Salle St., CHICAGO, ILL.

## KEEP POSTED

## GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

**Gentlemen:**—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar Seventy-five Cents for one year.

Name of Firm.....

Capacity of Elevator

Post Office.....

.....bus.

State.....

Use Universal Grain Code and Reduce Your Tolls.



**MACHINES FOR SALE.**

**FLINT BROWN DUVEL** Moisture Tester for sale. Never used. Cheap. W. E. Riley, Montpelier, O.

**ONE NO. 8 BOSS CAR LOADER** for sale. Good as new. Address: A. H. Richner, Crawfordsville, Ind.

**COAL HANDLING EQUIPMENT.** Elevators, Screens and Conveyors. The Good Roads Machinery Co., Inc., 1203 Tower Bldg., Chicago, Ill.

**ONE NO. 4 MONITOR WAREHOUSE SEPARATOR,** No. 3923, good condition, for \$150.00. Bad Axe Grain Co., Bad Axe, Mich.

**SECOND HAND BAG CLOSING MACHINE** in good running order. Reasonable price. J. D. Box 2, Grain Dealers Journal, Chicago.

**THE LITTLE GIANT HOT WATER WHEAT HEATER** for mills that use gasoline and oil engine power. Uses the hot water from engine. Positively guaranteed. For particulars address The Alton Mill Furnishing Co., Alton, Ill.

**ONE NO. 2 Sidney Oscillating Corn and Grain Cleaner** in good condition and one 6-ton Fairbanks Scale in good condition. Richards & Armacost, New Hope Station, Ohio. (P. O. address, Campbellstown, O.)

**FOR SALE: BIG LOT** of elevator belting and cups, No. 9 Clipper, No. 1 Monitor Receiv'g Separator, Elevators, Shafting, Pulleys and Hangers. 20 carloads of everything in the elevtr. and milling line. A. D. Hughes Co., Wayland, Mich.

**SECOND-HAND SCALES** OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

**REAL BARGAINS.**

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty. Write us without delay.

Geo. J. Noth, Mgr.,

9 S. Clinton St., Chicago, Ill.

**MACHINES WANTED.**

**BAG CLOSING MACHINE** for 140-lb. bags; Stencil Cutting Machine and Bag Piling Machine WANTED. Address: Box 1796, Great Falls, Montana.

**ENGINES FOR SALE.**

**ONE 17 H. P. GAS ENGINE**, shafting, hangers and leather belting for sale. Address Wittwer Bros., 200 E. 7th St., Columbus, O.

**2 CYLINDER NASH UPRIGHT GAS ENGINE**, 24 h.p., equipped with electric ignition, 1st class condition. A. B. & B. Specialty Co., Milwaukee, Wisc.

**ONE 20 H.P. FAIRBANKS** Morse Gas or Gasoline Engine for sale. In good running order. Reason for selling, need larger engine. L. L. Thorp, Ryan, Oklahoma.

**ONE 35 H.P. TITAN Kerosene Engine**, made by International Harvester Co., good as new; will sell cheap. Reason: Not large enough. L. A. Peachy, Beaver Dam, Wisc.

**GAS ENGINE, 40 H.P. FOOS** make, practically new, 26 H.P. New Era, 9 H.P. Foos, 15 1/4"x24" Buckeye Automatic Engine, two 75 H.P. Heine Watertube Boilers, 200 H.P. Hoppes Heater, \$150. Casey Boiler Works, Springfield, O.

**ENGINES WANTED.**

**12 OR 15 H.P. second hand Gasoline Engine** WANTED. Pawnee Farmers Exchange Elvtr., Lodi, Ohio, R. D. No. 2.

**30,000 CAP. HOPPER SCALE; 25 h.p. Steam Engine; 30 h.p. Tubular Boiler** WANTED. All must be in good condition. Address: Code, Box 4, Grain Dealers Journal, Chicago.

**STEAM ENGINES, BOILERS.**

**ONE 25 H.P. ATLAS ENGINE**, in splendid good shape, \$100 FOB cars Westfield, Ind. Goodrich Bros. Hay & Gr. Co., Winchester, Ind.

**ONE 15 H.P. and one 80 h.p. Tubular Boiler** for sale. Also one 10 h.p. Center Crank Steam Engine. Reasonable prices. Address: W. C. Benedict, Markland, Ind.

**TWO SECOND HAND 40 h. p. Boilers** with fixtures; two second hand 30 h. p. Steam Engines, one second hand 50 ft. Smoke-stack for sale. Address Holmes & Maurer, Lincoln, Ill.

**VERTICAL STEAM ENGINE**, long stroke, 10 hp., for sale. Used 3 years. A-1 condition. Made by Dutton of Kalamazoo. Too small for our use. Price \$128.00 F.O.B. cars. A bargain if can use. O. Gandy & Co., South Whitley, Ind.

Under **SITUATIONS WANTED** you will find a capable manager, grain buyer or traveling solicitor. The man who has enough push to advertise his services in a high class trade journal is the kind of a man you want.

**DYNAMOS—MOTORS.**

**THREE 5 H.P. WESTINGHOUSE MOTORS**, practically new. Can ship at once. Geo. W. Cole Grain Co., Peoria, Ill.

**5 H.P. SINGLE PHASE WAGNER Motor**, 220 volt, 60 cycles, 1800 R.P.M., A.C., for sale. Can ship at once. Reason for selling, too small. Rothschild Grain Co., Hancock, Iowa.

**ELECTRIC MOTORS, Generators**, also engines; guaranteed condition. We buy, rent, sell and repair. Independent Electric Machy. Co., 215 Goodrich Place, Kansas City, Mo.

**MISCELLANEOUS FOR SALE.**

**ONE SMOKE STACK, 58' LONG, 16" diameter**, brich 46x12, made of No. 8 iron, practically good as new, for sale at 7c per lb., FOB cars Westfield, Ind. Goodrich Bros. Hay & Grain Co., Winchester, Ind.

**SOMEBODY'S** always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevators For Sale" columns of the Journal.

**SCALES FOR SALE.**

**6,000 LB. FAIRBANKS HOPPER SCALE** for sale. Used one year. Address: Grain, Box 1, Grain Dealers Journal, Chicago.

**NEW AND REBUILT scales** of all kinds. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

**4 BU. RICHARDSON AUTOMATIC SCALE** in good condition for sale. Address: Burlington Grain Co., Burlington, Okla.

**ONE 5 BU. RICHARDSON Automatic Scale** good condition; also one 6 bu. Richardson Automatic Scale, equipped with Type Registering device. W. C. Bailey, 433 Railway Exchange Bldg., Omaha, Nebr.

**RICHARDSON AUTOMATIC BAG SCALE.** New. Suitable for track, complete, used 10 days. Very cheap. NATHAN KLEIN & CO. 210 Center Street. New York City.

**SCALES WANTED.**

**TWO FIRST CLASS SECOND HAND** Richardson Automatic Scales wanted. Address Kinsey Bros., North Manchester, Ind.

**SCALES REPAIRED AND SOLD**

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

**COLUMBIA SCALE CO.**

2439 N. Crawford Ave. - - - Chicago, Ill.

**THE MILL MACHINERY SUPPLY HOUSE**

**MACHINERY**

For Grinding, Elevating and Conveying all kinds of grain, of standard makes, from smallest to largest capacities.

**NEW AND 2ND HAND REBUILT FLOUR MILL MACHINERY**

**GOOD AS NEW**

**Big Stock**

We have the Largest Stock of 2nd Hand Flour Mill and Elevator Machinery in the World.

Belting, Pulleys, Shafting, Elevator Buckets and Conveyor Bolting Cloth and Roll Grinding.

Write for Net Price Book No. 78-B

**B. F. GUMP CO.**

THE MILL SUPPLY HOUSE

431-437 South Clinton Street, CHICAGO, ILL.

**LEATHER RUBBER BELTING CANVAS STITCHED**

An Enormous Stock of New and Used Power Transmission Machinery, Belting, etc.

**TEUSCHER** AND SON MACHINERY SUPPLY CO.

527 N. Second St., St. Louis, Mo.

Send for No. 18A BARGAIN PRICE LIST

**DRIVE**

Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride.



## BAGS FOR SALE.

SECOND HAND BAGS FOR ALL PURPOSES. Offices: N. Y., Pittsburgh and Utica. Utica Bag & Burlap Co., 438-40 Whitesboro St., Utica, N. Y.

## MISCELLANEOUS WANTED.

ONE REBUILT TRACK SCALE, 100 tons Dead rails, T reg Beam; Automatic Meal sacking scales, 6 to 200 pounds; Roller Mill 9x24 Double; Double Disc Aspirator, 80 bu. capacity; Corn degerminator, 80 bu. capacity, WANTED. Address General, Box 1, Grain Dealers Journal, Chicago.

It is the returns from advertising that permits the maximum of service to our readers. Please specify the *Grain Dealers Journal* when writing an advertiser.

Trade restrictions are temporary. Your invested capital in good will and trade demand is permanent, providing you keep up your advertising in  
*The Grain Dealers Journal*

## I Am the Man You Want

I can fill that position you have open—fill it perfectly, to your satisfaction. Tell me where to find you in a

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Carrying money to the bank becomes a habit with Advertisers who regularly use the advertising pages of the GRAIN DEALERS JOURNAL.

## FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamo-Motors" columns of the Grain Dealers Journal, Chicago.

## OFFICE SUPPLIES.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

OFFICE DESKS, Office and Store equipment for sale. Prices that are "RIGHT." Goods that are more than "RIGHT." Write for MAIL ORDER Catalogue. Wichita Store & Office Equipment Co., 147 N. Emporia Ave., Wichita, Kan.

FOR SALE—Burroughs, Wales, American, Dalton, Standard, etc., adding machines, half retail prices, fully guaranteed. Typewriter bargains, all makes. Get illustrated catalog and bargain list. Minnesota Typewriter Exchange, Department G, 236 Fourth St. South, Minneapolis, Minnesota.

## BAGS—BAGGING—BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Peoria St., Chicago

## Directory Grass Seed Trade

### ARNHEM, HOLLAND.

Wm. E. Busgers & Co., European fancy natural gr. sds.

### ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

### BALTIMORE, MD.

Belt Seed Co., The, importers & exporters seeds.  
Scarlett & Co., Wm. G., wholesale seed merchants.

### BELFAST, IRELAND.

McCausland, Sam'l., Ryegrass & Dogstail.

### BUFFALO, N. Y.

Whitney-Eckstein Seed Co. wholesale seeds.

### CHICAGO, ILL.

Dickinson Co., The Albert, seeds.  
Illinois Seed Co., The, grass and field seeds.  
Johnson, J. Oliver, seed merchant.

### CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

### CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

### CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.  
Crawfordsville Seed Co., seed merchants.

### EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

### FARIBAULT, MINN.

Farmer Seed & Nursery Co. seed corn & grass seeds.

### GIBSON CITY, ILL.

Noble Bros., wholesale seed merchants.

### INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

### KANSAS CITY, MO.

Lichtig & Co., whole. recvrs.  
Harnden Seed Co., field & grass seeds.  
Missouri Seed Co., wholesale exports and imports.  
Peppard Seed Co., J. G., wholesale seeds.  
Rudy-Patrick Seed Co., wholesale seeds.

### LOUISVILLE, KY.

Chambers Seed Co., grain and field seeds.  
Hardin, Hamilton & Lewman, grain & field seeds.  
Lewis Implement & Seed Co., field seeds & implements.  
Louisville Seed Co., clover & grasses.  
Wood, Stubbs & Co., grass & garden seeds.

### MACON, GA.

Georgia Seed Co., field and garden seeds.

### MILWAUKEE, WIS.

Courteen Seed Co., field seeds.  
Kellogg Seed Co., grass and field seeds.  
L. Tewes Seed Co., field seeds.

### MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.  
Minneapolis Seed Co., seed merchants.

### NEWBERN, TENN.

Cole Seed Saver Co., Japan clover wholesale.

### NEW YORK, N. Y.

Loewth Larsen & Co., grass & field seeds.  
Doughten, Inc., H. W., grass & field seeds.  
Nungesser-Dickinson Seed Co., wholesale seed merchants.  
Radwaner Seed Co., I. T., fld. & gr. seeds, ex. imptra.

### OKLAHOMA CITY, OKLA.

State Seed Co., The, garden & field seeds.

### PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, wholesale field seeds.

### ROCKFORD, ILL.

Condon Bros. Seedsmen, garden, field & flower seeds.

### ST. JOSEPH, MO.

Chesmore Seed Co., field seeds.

### ST. LOUIS, MO.

Schisler, F. & G. S. Co., A. W., seed merchants.  
Mangelsdorf, Ed. F. & Bro., wholesale field seeds.

### ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

### TOLEDO, OHIO.

Flower Co., The S. W., seed merchants.  
Hirsch, Henry, whole. flour, seed.  
Toledo Field Seed Co., The, clover, timothy.

### WICHITA, KANS.

Ross Bros. Seed Co., fld. seeds, alf., kafir, sweet corn.



**ALBERT MILLER & COMPANY**  
Handlers of everything in  
**HAY and STRAW**  
"CONSIGNMENTS AND ORDERS SOLICITED"

Timothy	Prairie	192 N. Clark St. CHICAGO, ILL.
Clover	Packing	
Alfalfa	Straw	



## SEEDS FOR SALE—WANTED

**Crimson Clover****White Clover****Orchard Grass****Tall Meadow Oatgrass****Ryegrass****Wm. G. Scarlett & Co.**  
Baltimore, Md.**The Toledo Field Seed Co.****Clover and Timothy Seed**Consignments solicited. Send us your samples.  
TOLEDO, OHIO**We Buy SEEDS We Sell****J. G. PEPPARD SEED CO.**  
Kansas City, Mo.**Crawfordsville Seed Co.**

CRAWFORDSVILLE, IND.

**FIELD SEEDS****The Mangelsdorf Seed Co.****Sweet Clover, Alfalfa,****Soudan Grass, Millet, Rape.**

ATCHISON

KANSAS

*Write to Kellogg*

We are paying top-o'-the-market prices for  
**ALSIKE  
 RED CLOVER  
 WHITE CLOVER  
 ALFALFA  
 SWEET CLOVER**  
 Send us Samples

Whenever you're in the market—to buy or to sell—in carload lots or less—it will always pay you to write to Kellogg.

**Kellogg Seed Co.**  
 FIELD and GRASS  
 1845 FLORIDA ST. MILWAUKEE, WIS.

**SUNFLOWER SEED WANTED.**

WE ARE IN THE MARKET for good quality Domestic Sunflower. Submit samples—quote lowest price.

**J. BOLGIANO & SON,**  
Baltimore, Maryland.**SUNFLOWER SEED, Millet Seed, Kafir Corn or Milo Maize, Cotton Seed Meal, Alfalfa Meal, Buckwheat, Peanut Meal, Flax Seed Oil Meal and Oyster Shells** wanted by Kinsey Bros., North Manchester, Indiana.**MISSOURI BRAND SEEDS**

Specialists

**KANSAS CROWN ALFALFA  
 MISSOURI GROWN BLUE GRASS  
 MISSOURI SEED CO.  
 KANSAS CITY, MISSOURI****THE****ILLINOIS SEED CO.**

CHICAGO, ILL.

**We Buy and Sell****Field Seeds****Ask for Prices  
 Mail Samples for Bids****Crabbs Reynolds Taylor Company**

CRAWFORDSVILLE, INDIANA

**Buyers and Sellers****CLOVER AND TIMOTHY SEED—GRAIN****A. W. SCHISLER FIELD AND GARDEN SEED COMPANY**  
 53 Years Service Buyers and Sellers Bag or Car Lots  
 St. Louis, Missouri**THE HARNDEN SEED CO.****Field and Garden Seeds—Onion Sets***Write for our Surplus List of Garden Seeds*

505 WALNUT STREET

KANSAS CITY, MO.

**TIMOTHY SUDAN RUDY PATRICK  
 ALFALFA SEED CO. KANSAS  
 FEED MILLET CITY, MO.****WHITNEY-ECKSTEIN SEED CO.****Wholesale Seed Merchants****BUFFALO, N. Y.****CORRESPONDENCE INVITED****SCREENINGS WANTED.****CORN, WHEAT, Barley, Seed Screenings, Oat Clips and Elevator Offal.** Send average sample. **Geo. B. Matthews & Sons, 420 South Front Street, New Orleans, Louisiana.****OFF-GRADE WHEAT, BARLEY, Corn or Oats, Wheat Screenings, Corn Screenings, Corn Bran, Oat Screenings, Oat Clippings, Barley Screenings, Barley Chaff or elevator screenings of any kind wanted.** Please send samples. **B. J. Burns, 324 Chamber of Commerce, Buffalo, N. Y.****SEEDS FOR SALE.****SEED WHEAT.**We still have a few cars of No. 1 Seed Wheat to offer in car lots only, quotations on application. Address: **ENGLE, Box 4, Grain Dealers Journal, Chicago.****50,000 BU. OF WHEAT** ready for shipment this season. Also Mill Feeds and prices requested. **The PLAINS CO-OPERATIVE CO., Isleta, Ohio. Member of Grain Dealers Assoc.****SEEDS WANTED.****ALSYKE and Mammoth Clover Seed** wanted. Send samples & prices. **J. W. Richards, Ferris, Ill.****SUNFLOWER SEED, Millet Seed, Kafir Corn, or Milo Maize, Cotton Seed Meal, Alfalfa Meal, Buckwheat, Peanut Meal, Flax Seed Oil Meal, Rice Bran, Oat Middlings and Oyster Shells** wanted by Kinsey Bros., No. Manchester, Ind.**H. W. DOUGHTEN, 59 PEARL STREET  
 NEW YORK CITY**Importers, Exporters and Jobbers **Grass and Field Seeds**

We Are Buyers of NEW CROP ALSIKE and Sellers of D. E. RAPE



# SEEDS FOR SALE—WANTED

## L. Teweles Seed Co.

Milwaukee Wisconsin

Headquarters for

Red, White and Alsike  
Clover

Timothy and Alfalfa  
Seed

SEED CORN — FIELD PEAS

IMPORTERS EXPORTERS

## GRASS and CLOVER SEED

Buyers and Sellers of Timothy, Red Clover,  
Alsike, Alfalfa, White Clover, etc.  
NUNGESSER-DICKINSON SEED CO.  
New York, N. Y., U. S. A.

## WOOD, STUBBS & CO.

(Inc.)

LOUISVILLE, KY.

Ky. Blue — Orchard — Red Top  
BUY AND SELL  
Also full line Garden Seeds

## SEND SAMPLES

of

Timothy, Red Clover, Alsike, Red  
Top, Hairy Vetch, Bluegrass, Or-  
chard Grass Seed, Rye and Winter  
Oats, to

## The Belt Seed Co.

Importers and Exporters  
BALTIMORE

We can offer D. E. Rape, Imported  
Orchard, Alfalfa, Crimson Clover  
and Red Clover.

## LOUISVILLE SEED COMPANY

INCORPORATED  
LOUISVILLE, KY.

Headquarters for

RED TOP AND ORCHARD GRASS

BUYERS AND SELLERS

OF ALL VARIETIES FIELD SEEDS

## HENRY HIRSCH

WHOLESALE FIELD SEEDS

CLOVER — ALSIKE — TIMOTHY — ALFALFA

Our Specialty

All Other Field Seeds

TOLEDO - - OHIO

By concentrating your advertising in  
THE GRAIN DEALERS JOURNAL  
you can cover the Grain Dealers  
of the country at one cost.

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Must first attract, then interest, and  
finally convince. Keep advertising and  
the country shipper will give you the  
preference.

FLOWER, FIELD and LAWN SEED

## J. OLIVER JOHNSON

Wholesale

SEED MERCHANT

1805-9 Milwaukee Ave., CHICAGO, ILLINOIS



## ROSEN RYE

The highest quality and  
heaviest yielding rye ever  
grown in this country.

WE ARE HEADQUARTERS

Bulletin, Sample and Price  
on request.

The C. E. De Puy Co., Seedsmen  
PONTIAC, MICH.

## The S. W. Flower Co.

WHOLESALE  
FIELD SEED  
MERCHANTS

SPECIALTIES

RED CLOVER, TIMOTHY  
ALSIKE

TOLEDO  
OHIO

## WANTED

Timothy Seed—Medium Red Clover

Shippers of all kinds of Field Seeds.

Poultry Foods—Specialty.

JAMESON HEVENER CO.

St. Paul, Minn.

## Farmer Seed & Nursery Co.

Growers of Northern Grown

SEED CORN, CLOVERS, TIMOTHY  
AND ALFALFA

FARIBAULT - - MINN

## The J. M. McCullough's Sons Co.

BUYERS — SELLERS

Field and Garden Seeds

CINCINNATI - - OHIO

## I. L. RADWANER SEED CO.

SEED MERCHANTS

NEW YORK  
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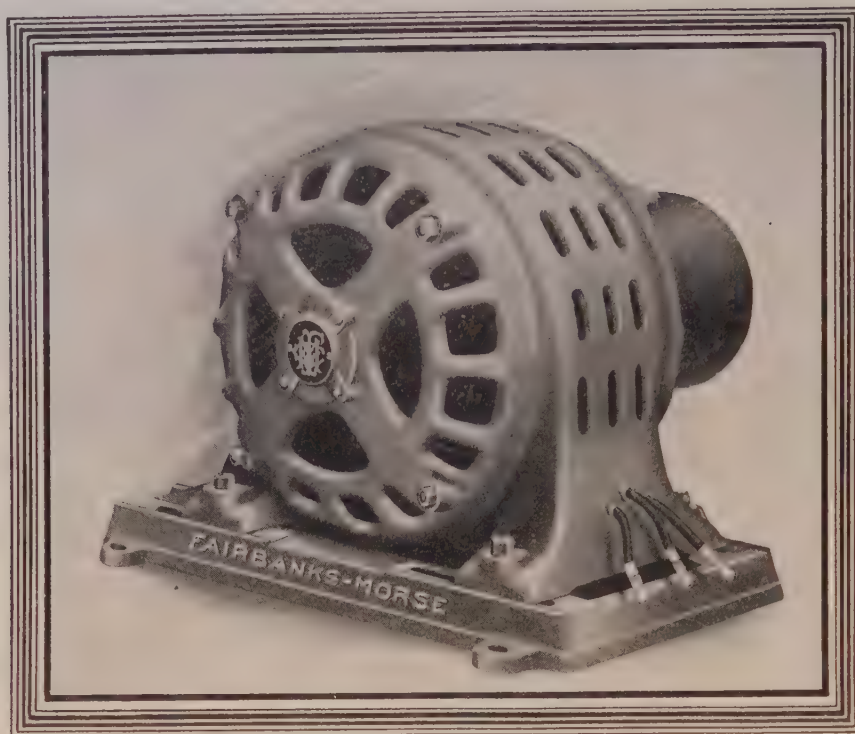
EXPORTERS

# SEED

We Buy  
and Sell  
all Varieties  
of Grass  
and Field  
Seeds

The Albert Dickinson Co.  
MINNEAPOLIS CHICAGO





## Look at This Motor! See How It Differs—

**T**HAT sturdy appearance comes from the rigid one-piece frame—with broad feet cast on. Not even a quiver when the strain of heavy belt, gear or chain drive comes against that.

Then—ball bearings—packed with grease—to insure cool smooth running—current saving—high efficiency—continuous operation.

And—the rotor winding—with end rings cast on—bar ends melted in—one piece—practically indestructible.

That's the Fairbanks-Morse idea of motor quality. And thousands of users are profiting by it.

# Fairbanks, Morse & Co.

MANUFACTURERS CHICAGO

*Engines - Pumps - Motors - Hoists - Air Compressors - Fairbanks Scales - Sheffield Motor Cars - Stand pipes - Coalin' Stations - Etc.*



## GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month at  
305 So. LaSalle Street, Chicago, Ill., U. S. A.  
Charles S. Clark, Manager.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$1.75; two years, \$3.10; three years, \$4.50; single copy 10c.

To Foreign Countries within the Postal Union prepaid, one year, \$3.00; to Canada \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, AUGUST 25, 1919

BROOM CORN, plebian broom corn of the new crop has just been sold in Illinois at \$300.00 a ton, and the price was obtained without a strike.

WRITTEN confirmations of all verbal contracts to buy and sell grain would enable contractors often to correct misunderstandings before it is too late to do so without loss.

KING CORN will soon begin his annual race with Jack Frost. The opinion prevails generally that the King is in good condition for the early outdistancing of his frosty pursuer.

THE RAILROAD claim agent who defeated the "two years and a day" ruse for defeating just claims of shippers will no doubt soon spring some excuse for rejecting claims which will prove far more ridiculous.

SHIPPERS who persist in entrusting \$2.26 wheat to old, worn out box cars must expect to find their shipments listed in our "Leaking in Transit" columns. Careful cooping and heavy lining will not always make up for the deficiencies of a rotten frame.

THE ITALIAN Government has fixed the price of wheat of the 1920 crop at the equivalent of \$4.20 per bushel and no doubt the U. S. Government will again ape the European practice of attempting to fix prices unless the grain growers and grain dealers join in a vigorous protest against any further interference with the grain trade by the Government. The war is over and business men generally will be happy for a chance to forget it, and to conduct business without petty restrictions.

STRIKERS on the C., M. & St. P. R. R. at Chicago no longer object to the doors of grain laden box cars being opened or closed by the grain inspectors, so grain will be safer from pilferers and rainstorms.

CARS are becoming scarcer and the number of old cars pressed into service for transporting grain is larger each week. Most of the old cars are not in condition to carry grain and require more careful cooping than they get.

WHILE Texas may have a banner corn crop this year it also has large consuming capacity and generally ships in feedstuffs of all kinds. The small percentage of its acreage under cultivation can not be expected to supply its needs long.

GRAIN dealers who have learned the advantages of being licensed and watched by an army of politicians should write their representatives in Congress regarding the commendable features of the licensing of business as proposed by the Kenyon, Kellogg and Kendrick bills now pending.

THE UNFAIR zone system of postal rates on second-class mail makes much additional work and expense for the postoffice and the publisher. Combined with the increased cost of paper, printing and labor must soon force heavy increases in subscriptions to magazines mailed to the 4th, 5th, 6th, 7th and 8th zones.

TOMORROW Senator Gronna and a number of other politicians who think they know all about wheat will go to New York and be enlightened by Wheat Director Barnes. The misrepresentations which have been floating around about prices paid farmers of the Southwest for wheat are so ridiculous as to be unworthy of repetition anywhere. The farmers and the grain dealers both know better, and the politicians are simply talking for gallery play.

THE RECENT car shortage and congestion of grain in country elevators has resulted in the sinking and collapsing of so many bins and houses that elevator operators generally are convinced that some houses have been erected without heavy enough foundations to support their loads. Every grain man who builds hereafter will, of course, guard against this weakness more vigilantly than did the old-timers. The barn builders cannot be expected to understand the great need of a heavy foundation, and it is but natural that they should always skimp at this point, because their poor work is soon hidden from view.

SIDETRACK agreements being presented by some carriers of the grain surplus states are so unfair shippers are refusing to sign them. Formerly side tracks on an elevator man's ground used exclusively by the railroad for handling his freight were gladly installed and maintained by the railroad because of the large volume of freight quickly dropped into its cars by him. Side tracks are provided for grain scoopers who invariably delay cars beyond the free time and yet no road has tried to assess them for any extras on account of the trackage. Evidently the elevator man's reputation for being an easy mark for the railroad officials is costing him dearly.

NORTH DAKKOTA'S ventures into the grain elevator and flour milling business promise to be on a small scale, so the experiment is not likely to disturb grain dealers or millers and will not promote the cause of Mr. Townley's socialistic dreams.

INCREASES in freight rates made and prospective, combined with the heavy dockage at terminal markets for foreign matter contained in grain should make it easy for every elevator operator to recognize the full advantage of installing a modern cleaner and using it on all shipments.

INCORPORATION of country grain firms for \$25,000 to \$100,000 as frequently announced in our news columns, instead of the \$5,000 to \$20,000 for five years ago, reflects the increase in money in the country and the need for larger operating capital in the business, but how about the *net* profits of the country dealer? Are yours satisfactory?

FREIGHT CAR thieves are credited with having stolen \$70,000,000 worth of commodities from cars in terminals and in transit since Uncle Sam took over the railroads. Of course this information from Washington was given out without consulting the freight claim agents or without expecting that disappointed claimants in all lines would hasten to remind them of the loss.

THE RAILROAD SHOPMEN who have been striking at many different points about the country during the last month have been granted an increase which will add about \$165,000,000.00 a year to the expense of the railroads and indirectly to those who pay freight. If the government continues much longer to operate the railroads, the stockholders and bondholders may find it necessary to get a job as employe in order to realize anything from their investments.

THE CLAIM agent who avoids the payment of just claims by quibbling with the claimant until "two years and a day" have passed is a cunasing sneak unworthy of employment by any railroad. Some shippers are checkmating him by suing all claims a year old. Outlawing a claim because the claim agent has been able to sustain the hopes of the claimant for "two years and a day" does not prove the claim an unjust one. It simply shows the great faith of shippers in the fairness of the average claim agent.

SUCH LARGE SUMS of money are being invested in grain elevator facilities at some country stations where the annual receipts have always been small and must always be expected to be small because of many nearby stations, that the wonder is investors do not call a halt. At many stations elevator facilities are being provided at an expense which precludes a possibility of any profit on the investment, because the interest on the investment to start with will amount to more than the margin which dealers in nearby stations have been getting. Modern, fireproof elevators are always desirable, but facilities greatly in excess of the needs of a station are a wasteful tax upon the dealers and growers of the vicinity.



ARE YOU interested in better methods, conditions and facilities for the grain trade? If so show up the waste and inefficiency of the out-of-date methods, practices and equipment. Make use of our contributed columns.

BUSINESS men with clearly defined ideas as to the real needs of business and with courage to stand by their convictions, are needed in Washington every day to help wavering Congressmen to see the true way out of our present muddle.

SO MANY impractical changes in our Government and laws are now to be pushed forward at Washington by radical dreamers it behooves the experienced grain merchants of the land to join hands in an active campaign for less socialistic legislation.

FARMERS in Utah and Idaho are refusing to sell wheat excepting at a premium of 20 to 25 cts. a bushel over the guaranteed price, so the Ogden grain exchange has exposed their greed. How these profiteers would kick if their wheat stocks were confiscated.

THE Federal Trade Commission may have forced all grain merchants to become more efficient accountants, but few care to attain efficiency in any line under duress. It is now generally recognized that the Commission is not an aid to business but an obnoxious deterrent which increases the expense of doing business.

STORING grain free is a very unprofitable way to handicap a grain elevator. The Wheat Director makes no attempt to regulate storage in the country so the grain dealer can keep his bins for himself and the Grain Corporation or charge the farmer any price he wants for storage and loading. The farmer wants all the profit of the wheat business and this fully entitles him to all the hazards of shipping.

ENFORCEMENT of the new B/L has been indefinitely postponed by the Interstate Commerce Commission, yielding to an attack in the courts by sixteen railroad attorneys. This postponement, however, does not abridge the legal right to damages on destination value, as ordered by the Commission. In fact, the Commission in ordering the new form of Uniform B/L was complying with a decision of the courts granting a grain shipper judgment on destination value.

BILLS NOW PENDING in Congress will extend the food control act to other commodities and provide a penalty of \$5,000.00 or two years imprisonment for those guilty of profiteering in food or clothing. Notwithstanding the conviction of everyone identified with the manufacture or handling of either commodity is that it is utterly impracticable to fix the price of commodities, Congress seems to be determined to make a bluff at doing something to relieve the present high cost of living. The troubles of Congress are so many and varied that the average lawmaker seems disposed to grab at anything offered as a real remedy. The agitation and excitement seem to have put many of the real thinkers in the nation's capital at sixes and sevens. Evidently help is sorely needed.

COUNTRY elevator men who are unable to realize a fair profit from handling wheat without a protest from the growers are fully justified in refusing henceforth to buy wheat from the protesters. June 1, 1920, is only nine months away.

WAR-TIME food control regulation and restriction will be abolished if Congress complies with the formal demand of the National Grange. Grain dealers everywhere would enjoy having a chance to sign a petition for quick action, and we doubt not that our Idaho correspondent who complains of "Big Volume and Little Profit" in a Letter this number would gladly head the list of signers.

THE WESTERN Union Telegraph Co. is realizing so much net revenue from the high rates established by Mr. Burleson that it is giving its employes an extra war dividend every other month in hope of inducing the Postal Telegraph Co. to charge the Burleson rates. Evidently patrons of the telegraph lines have failed to make their needs of lower rates known.

FARM trucks are making trouble and delay for grain elevator operators who are not prepared to unload grain from them. While trucks can be operated far more economically and profitably by the grain dealer, who hauls flour and feeds to the farms and grain back, it opens the way to cut-throat competition that may offset all the advantage gained thru the operation of trucks.

INTEREST on loss and damage claims from the date the goods ought to have been delivered by the carrier, while not complying with some legal technicalities, seems a fair concession to a shipper by a carrier that has been proved negligent. If this principle is good enough to get the indorsement of the Supreme Court of Nevada which gave shipper interest from such date on a loss claim in the case of Southern Pacific v. Haug, on July 3, 1919, why is it not good enough to be incorporated in the re-draft of the new Uniform B/L? By all means let us have the new B/L so phrased as to give the shipper all his rights, leaving nothing to doubtful interpretation.

GOOD ROADS are recognized by everyone as being essential to the economical marketing of farm products, and the grain dealers would like very much to have good roads because they will open their markets to the farmers of their territory every business day of the year. According to B. F. Goodrich Rubber Co. the various states have voted approximately \$340,000,000 for road improvement this year. While it is doubtful if sufficient men can be employed to bring about the expenditure of that vast sum, no doubt many roads will be improved, regardless of the high cost of materials and labor. That the people could obtain much more for their money if they would but wait a year is not doubted, but the states have voted the money, and the politicians are looking about for some way to spend it. After several years of state road building the people may change their minds regarding the road building program and give more specific instructions to the builders.

THE PERSISTENCE of Congressmen from the consuming districts in demanding that the Government sell its wheat at the price established by the world's demand and supply, shows very clearly that they suspect the Government of keeping the price up instead of down.

SEVERAL state crop reporting agencies have seen fit to join hands with the Bureau of Crop Estimates of the U. S. Dept. of Agri. and are now getting out more comprehensive and more reliable reports than ever, to the end that there is not that variation in the reports covering the same territory which in the past has often destroyed confidence in both reports. If all grain surplus states and the federal crop bureau would only join in an effort to improve their crop reports all interested would be very thankful.

STATE GRAIN DEALERS ASS'NS can find a profitable field of endeavor in beginning a campaign to get the state utilities commissions to prescribe fair and uniform regulations for the use of railroad right of way as sites for grain elevators. There are now no regulations of this kind. A fair lease would prescribe a reasonable rental and perhaps a loading fee to the operator of the elevator on each car of grain for which the shipper had provided depot facilities, and would impose on the owner of the house no liability for fire caused by locomotive engines.

WHEAT DEALERS who lost on their purchases two years ago when the government first interfered with the price of this all-important cereal will be extremely cautious about making any purchases until the result of the agitation against the present grading of wheat is finally settled. Wheat is a world product, and economists everywhere recognize that the only fair and equitable regulator of the price of wheat is the law of supply and demand. Wherever government has attempted to interfere with the price in the past it has made a muddle of markets and generally paid quite dearly for its interference.

IF ALL commercial organizations would protest against the agents of the Department of Agriculture assisting or encouraging people to engage in lines of business for which they are not fitted either by training or experience, the misled would be much better off, and the established merchants would once again gain the impression that even though they are middlemen they are not outlaws, and as citizens are just as much entitled to the consideration of the federal government as anyone else. The Chamber of Commerce of Des Moines, Iowa, has been conducting a campaign to induce the U. S. Chamber of Commerce to take a firm stand against such activities on the part of the representatives of the Agricultural Department, and there seems to be nothing in the move which would not entitle it to the full support of every commercial organization. How have the Department autocrats gained the impression that they have the right to say who shall or who shall not engage in any line.



### Licenses for Scoopers.

Notwithstanding several of the zone agents were disposed to refuse to issue licenses to scoopers at stations having ample grain elevator facilities and fairly disposed operators, the Chief Counsel of the Grain Corporation seems to think otherwise, and has ordered that licenses be issued without regard to the established handling facilities.

So the cut-throats and fly-by-nights who try to load grain here to-day and way over there to-morrow will be given a license by the U. S. Grain Corporation to handle wheat. It does not seem to matter that these irresponsible often cheat the farmer and invariably delay much needed rolling stock. The reason scoopers change about so often is that having no interest in future business their methods soon scare the wise farmers.

If the Wheat Director is successful in requiring the scoopers to keep books so that he may learn of their profits, he will do more than has seemed possible heretofore.

### The Brotherhoods' Demands.

The success of the railroad brotherhoods in bulldozing Congress into enacting the Adamson 8-hour law has encouraged them to demand still other unreasonable and impractical changes in railroad management, which, if adopted, would soon lead to the demoralization of all industry.

In addition to demanding that the taxpayers go down in their pockets for twenty billion dollars to pay for the nationalization of the railroads, the brotherhoods want an increase in wages aggregating about \$800,000,000. This increased pay would necessitate an increase in freight rates of 30 to 40%, at least half of which would come out of the producer. It may be that some grain growers would be willing to accept 15 to 20% less for their products, so the railroad employees could have their fat salaries swollen by \$800,000,000 per year, but it is doubtful if the farmers would be unanimous on that side of the grant. Authentic evidence introduced in Congress recently showed that many freight engineers were earning as high as \$398 per month. Even in these days of high prices that amount should enable a frugal man to keep the wolf from the door. If the engineers can not possibly get along on this amount they should resign in favor of many shippers who will be delighted with such a profitable job.

Congress seems to be just as timid as ever, so there is no telling what it might do under duress. It is imperative that the business men of the country get together quickly and outline a safe, sane policy which shall protect the interests of the majority of our citizens and safeguard the nation against these greedy revolutionists.

At a recent conference of representatives of the lumber assn's they declared their organizations to be "unalterably opposed to further extension of governmental participation in the affairs of industry, either by price fixing, licensing or public ownership and operation of industry."

To all of that every man in the grain trade will shout a loud *amen*.

Shouting or even adopting resolutions will not be enough to secure the much needed results. Business men of all lines must get together and appoint strong committees of representative men to keep up an active fight to save the country from soviet rule. The bolsheviks will surely have the nation in wild turmoil if strong influences do not soon drive the Government to abandon its socialistic policies and to deal rigidly with all organized bodies attempting to force legislation in the promotion of its selfish interests. The brotherhoods must not be encouraged or permitted

to wreck the railroads so "they will never run again" as threatened.

### The High Cost of Living.

One of the foremost problems now confronting the American people, and the one most earnestly discussed with the daily hope of finding some relief, is the high cost of living and the factors contributing to it.

The selfish demands of the labor unions seem to recognize no bounds. Their insistence on the five-day week and the six-hour day is only a starter. And through it all they seem blind to the fact that the shorter the hours, the less they produce, the higher must be the cost of what they produce. The overhead alone would make that, even though wages remained stationary.

Our government has extended credit to foreign nations aggregating close to ten billion dollars, and our citizens have purchased bonds of European cities and nations to the amount of probably three billion more. We have loaned this vast sum to the Europeans and they have turned about and used the credit to boost the prices of all necessities in our domestic markets. At the same time they have made little effort to produce any of their own necessities, but have insisted upon having larger and larger unemployment pensions. So long as we have the patience to extend credit to them in their idleness, they will continue to loaf and consume more products. When we stop lending them money or buying their securities exchange will rise to a point that will forbid them buying any more of our commodities, and naturally our prices will drop.

However, there are some other causes contributing to the high cost of living which cannot be overlooked. Federal taxes have been higher this year than ever before and no doubt will continue high, but next year the local taxes will also be much higher because the large revenue derived from the liquor business will shrink the receipts of national and local governments.

The federal government has probably contributed more to the high cost of living through its wanton waste of commodities and money than any group of individuals. The people must be taxed to pay for this waste, and manufacturers in all lines will add this increased tax to their cost of production.

The activities of the different commissions, bureaus and the War Trade Board in regulating and restricting business, and the Postmaster General in increasing the cost and reducing the efficiency of the wires and the mails have all contributed to the cost of doing business. This has been added to the high cost of living along with the other expenses.

The inflation of our currency has been small compared with the inflation of the currency of most of the European belligerents, but it has been sufficient to contribute generously to the high cost of living. Students of finance have frequently stated that the dollar is the cheapest thing on the list. Our federal reserve banks as at present constituted were not designed to inflate the currency, but their operation seems to have brought about this result.

All industrial workers who are organized have for the past six months been on the point of striking or just settling a strike. The unrest, the uncertainty, and the indefinite prospects for the future would naturally prompt a cautious man to be extremely guarded in all purchases, yet everywhere the stores are crowded; people seem wildly anxious to pass money on. Frugal men who through years of economy had learned to save and economize, have suddenly taken on habits of profligate extravagance. Labor unions are demanding more wages so frequently and so rapidly that their wage increases of yesterday lose much of their advantage today by wage increases granted to producers of what they consume. And so it goes on in a perpetual circle.

quantly and so rapidly that their wage increases of yesterday lose much of their advantage today by wage increases granted to producers of what they consume. And so it goes on in a perpetual circle.

The one encouraging sign of recent weeks has been the decreasing exports and the decline in the purchasing power of foreign exchange.

This problem and every other problem now threatening the future of our nation will be taken up at the "Our Country First Conference" in this city next month, and discussed intelligently and earnestly by broadminded men who have the interests of the entire nation at heart.

### Easy Money.

Fourteen years ago last April after a number of Cincinnati and Louisville grain receivers had suffered heavy losses by reason of forged Bs/L forwarded to them at the instigation of one J. T. Ricketts of Paris, Ill., the grain trade representatives held continuous session for several days in an attempt to evolve some practical plan for safeguarding S/O Bs/L. At that time the railroads expressed a desire to co-operate with the grain trade in the hope of preventing a duplication of Mr. Ricketts' swindle.

So many men have successfully swindled both the banks and the grain receivers that one would naturally expect the losers to join hands in a persistent agitation for relief until something is accomplished. Mr. Pitt of Baltimore, Durant, Elmore of Albany. Mr. Harroun of St. Joseph and in nearly every grain growing state we find weak imitators who have obtained smaller amounts by banking forged Bs/L.

The latest offender is an ex-rug peddler, Herman J. Blumson, who seems to have been principal owner and manager of the Star Milling & Cereal Co. of Chicago. The banks are said to be out some three hundred thousand dollars.

All these swindles add materially to the cost of doing business, and it would seem ridiculous and unnecessary to continue to tempt sharpers to prey upon the unwary by continuing to handle grain or other commodities on S/O Bs/L, until the railroads have adopted some practical means of safeguarding this form of lading.

The members of the grain trade have at different times brought forward many good suggestions that would go far toward reducing the risk taken by banks and grain receivers who advance money on this form of paper. The most practical suggestion, and one quite frequently advanced, is that S. O Bs/L shall not be issued in blank to anyone, and that the bills issued from each station shall be numbered serially, filled in by the railroad officials at the station, dated with the station dating stamp, and signed in ink. The railroads are willing to take such protection for their passenger tickets, even though the amount involved is but a few pennies.

Each year brings to light new offenders, and the wonder is that more men do not take this easy course to obtain money, for the railroads never hesitate to issue S/O Bs/L to anybody who applies for them and without limitation as to the number. With this risk eliminated the grain receiving business would be a much safer business and central market firms could afford to operate on a narrower margin.

However, the railroads are so slow to change any established practice that they cannot be expected to reform the methods of handling S/O Bs/L unless the sufferers conduct a well planned campaign in behalf of safer methods and make an earnest fight for the reform.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Wheat to Barrel of Flour.

*Grain Dealers Journal:* How many pounds are there in a barrel of flour? How many bushels in a barrel of flour? How many pounds of flour can be ground from a bushel of wheat?—Wm. M. Robinson, St. Louis, Mo.

**Ans.:** A barrel of flour contains 196 lbs. Varying with the quality of the wheat and the degree of extraction a barrel of flour will require about 4½ bus. wheat. A bushel of wheat will yield 43 to 44 lbs. flour and considerable valuable feed.

### Liability for Stored Grain.

*Grain Dealers Journal:* Will the Journal tell us, regarding the storage of grain, if the storer is responsible for the grain in case he does not charge storage, and, in case he does or does not charge storage, if he is allowed to ship the grain out or must he hold it in the elevator until sold.—Peter F. Ternus & Co., Bradford, Ill.

**Ans.:** No. In most states the storer is not responsible if he does not charge storage. He is then what is known legally as "A bailee without hire," and has only to exercise reasonable care to protect the property.

A farmer who delivers grain to a dealer to be stored is bound by the prevailing custom of allowing the dealer to ship out the grain, and making settlement on the basis of the same quality, so that the shipper can ship the grain in either case.

In Illinois, however, just as soon as a dealer mixes the grain of different owners together he becomes a public warehouseman, subject to all the regulations of the Illinois Public Utilities Commission, as issued by that body July 2, 1914, and one of the rules is that he must file a schedule with the Commission at Springfield and treat all patrons alike. Consequently it is not to the interest of the country elevator operator to do a storage business.

### Vacating Right of Way?

*Grain Dealers Journal:* Would the Journal advise suit if railroad tried to make me vacate lease? I have an elevator and lumber yard here. Is there any commission having authority in this line? The railroad, in a letter to me at the time I purchased the elevator and yards here, agreed to make lease satisfactory.—Illinois Shipper.

**Ans.:** The lessee occupies railroad ground under the conditions of his lease, and is bound by the lease, and if it contains a clause requiring the lessee to vacate after notice he must comply therewith. The lessee of a site on railroad right of way is in no better position than if he had a lease from a private party. In the absence of a state law requiring railroad companies to grant sites to shippers. If a railroad company makes a practice of granting sites it must do so on the same terms to all or be chargeable with discrimination, that would be likely to come under the jurisdiction of the Illinois Public Utilities Commission, Springfield, Ill., on complaint.

In the opinion of A. W. McLaren, chairman of the right of way lease com'te of the National Industrial Traffic League, the latest decision of the United States Supreme Court indicates that jurisdiction over right of way sites does not lie with the federal railroad administration or the Interstate Commerce Commission, but is a local question to be handled by the State Utilities Commission. There is nothing in the Interstate Commerce Act requiring carriers to file with the Commission schedules of rates of rental for sites, as it is not a charge for transportation.

If the part of the right of way in question was seized by the railroad company under the law of eminent domain, some question arises whether the railroad company could lease the ground to one private individual after having confiscated it from another, even tho the price paid by the railroad company was determined by judicial proceedings. If the railroad company

bot the ground without court proceedings it should have the same right as any private party to lease part of it to anyone.

In a few states the tax laws are so drawn that the tax on property used by a railroad company for transportation is on a separate basis from the tax on that used for other purposes, and the railroad companies in those states have tried to put the tax on the elevator operators.

### Dockage Under Dakota Law?

*Grain Dealers Journal:* Please tell me how to arrive at dockage in grains and seeds under the new law of North Dakota.—W. G. Hoffner, Solen, N. D.

**Ans.:** The grain grades are practically identical with the federal grades, except that the rules provide for the purchase of valuable dockage. The dockage is determined as usual as described in the Grain Dealers Journal, pages 1102 and 1103 of June 25 number. There is under the North Dakota rule a separation of the dockage into two factors. One of value and one of no value.

If the farmer decides he wants his dockage returned to him or receive pay for it the dealer must clean it. For cleaning wheat he is allowed to charge 2 cents per bushel, and is also allowed 2% shrinkage for invisible loss. A greater charge is allowed on flaxseed.

As a matter of fact it will not pay the farmer to demand return or payment unless the grain has an excessive amount of dockage, something over 12 per cent to 15 per cent or more.

### Distribution of Cars?

*Grain Dealers Journal:* There are three elevators in our town. One of them is the Farmers Co-Operative; this is the largest elvtr. I wish to know about the proper distribution of cars for loading. Are they entitled to more cars than is an elvtr. of smaller capacity?—C. A. Eisor.

**Ans.:** The Interstate Commerce Commission has not made rules for car distribution, but has passed on the rules of the carriers and the state commissions and indicated the principles which should be followed. Its first important ruling was in the case of the Vermillion Farmers Elevator Co., of South Dakota, v. C. & St. P. R. R. Co., in which the rules of the carrier were upheld, over a year ago. The latest ruling is Tanner v. C. B. & Q., in which the Interstate Commission condemns the past performance rule of the State Commission.

In Illinois car distribution is regulated by the State Public Utilities Commission's rule that cars shall be distributed "in proportion to their respective immediate requirements." It is left to the local station agent to decide what are their respective immediate requirements. The agent will consider the amount of grain in store in the elevator ready to be shipped.

During a period of car shortage the distribution is regulated according to Conference Ruling No. 24 of the Illinois Commission, issued Sept. 22, 1916, which prescribes a division of cars in proportion to the shipments made by each shipper during the preceding four years.

### Recourse for Shortage?

*Grain Dealers Journal:* We sold 11 cars of ear corn f. o. b. destination. First car was reported by phone to be 36 bus. short. As we could not afford to have the purchaser refuse later shipments, we sent a check in full for the shortage and took the matter up with the railroad, who promised to locate the reason for the loss.

This first car was loaded while no other corn was being put into any other cars at the station, and we have no report of seal record so far, so can not account for loss. We asked the railroad company to weigh all future shipments in transit, which it promised to do. After shipment of 8 out of 11 cars, however, the railroad says it did not weigh any of it en route, so we have no check on the shortage. The second car shipped was reported 79 bus. short, for which we sent a check in full. What recourse have we?—Interior.

**Ans.:** Not having weighed the car or even measured the contents at point of loading the middleman has no proof to substantiate his claims for loss. If there was some corroborative evidence the claim agent might listen to a claim supported by affidavits of the parties loading the car. It is safer for a middleman to sell the same way he buys, unless he can take a margin of profit that will take care of the hazards. The weighing of the grain in transit by the railroad company is not conclusive evi-

dence of weight in the car when loaded, as the grain may have leaked out en route to the railroad scales.

### Interest on Claim.

*Grain Dealers Journal:* We have B/L for 150 bags of clover seed burned in transit. We filed claim for the amount of the invoice, with interest up to time of allowance of claim. The railroad paid the invoice but not the interest. We have been advised to bring suit, but would like to know if we can hold the railroad company for interest.—M. A.

**Ans.:** Interest on a claim for loss begins to run when judgment has been obtained, because then the amount is made certain.

In this respect it differs from a claim for loss by conversion, when interest begins from the date of the conversion; and from a claim for overcharge, when interest begins on the date the overcharge was paid. Shipper is advised not to bring suit for the interest, but to file his claims at the earliest moment, not waiting either for the 6 months' limit on filing to expire, or for the two years and a day limit on suit, to arrive.

There seems to be some uncertainty, even in the courts, with regard to the accrual of interest, for the Supreme Court of Nevada in a decision given July 3, 1919, in *Southern Pacific v. Haug*, held "Where the matter is not regulated by statute, it is well settled as a general rule that the measure of damages in a case of a common carrier is the value of the goods entrusted to it for transportation, with interest from the time they ought to have been delivered. *New York, Lake Erie & Western Ry. Co. v. Estill*, 147 U. S. 591, 13 Sup. Ct. 444, 37 L. Ed. 292; *Fell v. Union Pac. Ry. Co.*, 32 Utah, 101, 88 Pac. 1003, 28 L. R. A. (N. S.) 1, 13 Ann. Cas. 1137; 10 C. J. 400." Chief Justice Coleman dissented from this decision.

COMPLAINT AGAINST THE GOVERNMENT wheat grades will be placed before Julius H. Barnes, president of the U. S. Grain Corporation, Aug. 26, by members of congress and state officials of several wheat-growing states. Representative Young, of North Dakota, arranged with Mr. Barnes for the conference.

THE NEW YORK STATE HAY AND GRAIN DEALERS ASS'N elected the following officers at the recent convention in Syracuse: Burt M. Williams, of New York, pres.; L. A. Bristol, of Claverack, vice-pres.; D. Clifford Jones, of Weedsport, sec'y-treas. W. E. Springer, of Moravia, C. Sherman Haxton, Oakfield, and Charles H. Pratz, of Waterloo, are new directors.

BOGUS INSPECTORS, assuming authority to inspect Wheat Director's licenses, licensees' plants and stock, and exacting money for so doing, have been reported to the U. S. Grain Corporation, which warns, "be advised that there is absolutely no charge connected with the issuance of Wheat Director's licenses, and none of our inspectors are authorized to collect any money for inspection."

THE GOVERNMENT OF CZECHOSLOVAKIA has taken over the entire harvest of this year, with the exception of legumes and poppy seed. It is thought that the yield may be so apportioned that it will serve all purposes. The Feeding Com'te has agreed upon the following plan: So soon as a sufficient supply for all the people of the Republic, especially thru imports, is made certain, trade in field crops and other food necessities may be carried on freely; so long as the farmers do their duty the crops will not be confiscated; and the present rations, so far as possible, will be continued until the new harvest.

A STORY FROM CANADA would seem to indicate that the old-fashioned harvesting methods were more economical than are the modern labor-saving machines. The tale tells of two girls who asked permission to go over a stubble field with rakes. The farmer was surprised to see, at the end of the first day, that they had gathered an appreciable stock of wheat. At the end of four days' labor they had collected \$315 worth. In another county, two more girls heard of this new route to small riches, and went over about 160 acres of stubble. The result was 150 bushels of wheat.



# Our Country First Conference

The Illinois Manufacturers' Ass'n has called a conference to be held at the Congress Hotel, Chicago, Sept. 8 and 9th, to provide for a free and full discussion of the present conditions of unrest, political fumbling and schemes of "Labor." Following the discussions, a formal opinion will be adopted.

Grain men, as buyers and shippers, should have a keen interest in transactions at this meeting; as patriotic citizens and thinking men, they will undoubtedly have a broader interest. Representative delegations from every trade organization, no matter whether special invitations have been received or not, are earnestly desired.

The activities of certain classes may be viewed with indifferent contempt so long as the commercial life, safety and general success of the nation is not imperiled. A screen of sentimental pity has shielded from public scrutiny the gradual evolution from harmless growls and dissatisfaction to scheming howls and bolshevism.

Several distinct groups are endeavoring to influence public sentiment by a one-sided presentation of their plans, but fortunately, the remainder of our population is beginning to see the danger of relying wholly upon the discretion of our lawmakers.

These elements have set about to bulldoze Congress into inflicting legislation which would not only add to the suffering of the people and the impossibility of prices, but would eventually choke the productivity of the nation.

It is absolutely necessary that Congress, and the public as well, be given another side for consideration, the side of the producer and the educated, thinking man, as opposed to the acclaims of an unthinking and destructive mob.

The "Our Country First" spirit will prevail at the coming conference, and the voicing of a clear and fearless opinion should inspire the enactment of fair and honest legislation and free the nation of the agitators who are now trying to overthrow the very foundations of our government.

Peruse carefully the points covered by the following questionnaire and see to it that our representatives are properly enlightened:

## Are These Our Problems?

1—Chief Justice John Marshall, in the famous case of Marbury vs. Madison said, "The government of the United States has been emphatically termed a government of laws and not of men."

Are we drifting from this form of government insisted on by the framers of the constitution and upheld by the United States Supreme court when we pass legislation such as the Adamson Bill?

2—The constitution precisely enumerates and delegates limited powers to the Federal government. It distinctly states that the power of the Federal government as far as interstate commerce is concerned is limited to regulation.

How can congress pass a law such as proposed in the so-called Plumb plan which compels the government to purchase the railroads and lease same to a small minority of people? To regulate transportation does not mean to engage in transportation.

3—Would not such a nationalization of railroads, industries and farms result in adding a few pork barrel? Pork barrels are political expedients and add unnecessary taxes upon the American people.

4—Is there a conflict between the Sherman Anti-Trust Act with its amendments and the Federal Trade Commission Act? One enforces competition whilst the other forbids it.

5—What economies can our federal and state administrations practice so as to reduce taxes? Profligacy of administrative expenditures must be met by taxes and taxes influence the cost of production and sale prices.

6—What can be done to induce the best and experienced men to enter government service?

7—Can we continue to be a great commercial and agricultural nation under the present many vexatious statutes and prying investigators with

their petty tyranny because they assume governmental authority?

8—Is the Jeffersonian principle still workable that, "That government is best which governs least"? (Our federal and state law making bodies have for the past seven years annually added 12,500 new laws to our statutes.)

9—Our war debt is estimated at \$280 per capita. Our civil war debt was about \$82 per capita. Shall this indebtedness be paid at once and maintain high costs or would it be better to amortize the indebtedness and spread it over a long period of years? The immediate payment must influence high prices and unrest.

10—Have we too much currency? If so, what percentage could with safety be retired? What could our Federal Reserve Bank do to increase the purchasing power of a Dollar, bearing in mind the unchallenged statement of Mill, "As gold production or gold reserve increases the purchasing power of a Dollar decreases"?

11—What advantage are we taking of possessing 52% of the gold reserve of the world? How could this be used to the benefit of our people? Could it be used to assist foreign nations to amortize their war indebtedness? Should we out of enlightened selfishness guarantee with the other allied nations a certain amount of credit to some nations on condition that the guarantee shall be used for the establishment of a sound financial banking system and currency in their countries and that this money shall not be used or pledged save with the consent of the representatives of the Federal Reserve Board?

Europe needs money. Money is dependent upon commerce. Commerce is dependent upon the production of her farms and factories. They are dependent upon raw material and machinery. Idleness of her working population means bolshevism. What is our obligation?

How shall these foreign sales be made when stability of credits or species does not exist and many of our producers cannot afford to carry accounts until these nations can convert the raw materials into finished products, sell them and be in a position to make other purchases?

Shall the United States Government help to finance foreign sales?

Shall the government organize a foreign sales department insuring American sales to the extent of 75% of the sales, at a premium of 5%. Debenture these policies as notes or bonds exempt of all taxes, sell the same and thus increase production and at the same time stabilize foreign trade? Or should this be left to private corporations with governmental sanction?

What do you think of the Edge Bill as helping in foreign commerce?

12—Can we be relieved of the moral obligation to assist foreign nations in obtaining the necessities of life? What effect on domestic prices would the exportation of these essentials have?

13—Do you think that we should now practice those economies we willingly followed during the war? Do not the returning soldiers who helped save us at \$33.00 per month resent the display of wealth on the part of those who were benefited by war earnings and wages? Shall they be considered?

14—Are you in favor of the suggestion that some industries be limited in the return on their investment and prohibited from capitalizing their surplus and profits whilst others are permitted to do so?

15—Are you in favor of the nationalizing of the railroads? If so, do you favor the nationalizing of banking and insurance? Shall we extend governmental regulation now under the food and drug act to include the licensing as proposed by the Kenyon and Kellogg Bills? If so, are you willing to have your industry, your farm or organization nationalized?

16—Is American industry a financial privilege or a technical achievement? Did not all of the American industries begin with little capital but with technical brains and resolute characters? Did not the present so called captains of industries graduate from the ranks of labor because they were willing to work, to sacrifice and to face the chances of failure in order that they might give labor more work and serve labor more efficiently than under the German nationalized industrial system? Did we not defeat that arrogant and despot system? This American system made this country the economical as well as the political hope of the world.

Would the nationalization of the railroads, the basic industries such as coal, iron, lumber and agriculture and the licensing suggested by the pending Kenyon and Kellogg bills result in a leveling process? How could it affect our commercial future?

17—What suggestions have you to offer for reducing present prices?

18—What is a profiteer? It is sometimes well to agree on a definition. Who is accountable for profiteering? Is it the merchant, the manu-

facturer, the farmer, the laborer or all combined? What is the remedy?

Is it possible for the American people to solve these problems without an appeal to congress?

Have we as a people lost our initiative, creativeness and spirit of co-operation?

19—Is the present system of distribution economical? Have you any suggestions to offer to simplify distribution, minimize losses, obviate unnecessary deliveries and establish a closer point of contact between buyer and seller?

Are any of the practices to simplify production and distribution, willingly practiced during the war, now being used? It was estimated that then the large retailers saved 40% in man power and 35% in wagons and trucks because people were willing to carry home their purchases. Are some of the war economies necessary now?

20—Why continue to use the expression capital and labor when we mean employer and employee? A laborer with a dollar in the savings bank is a capitalist. Over 90% of the employers of labor in the factories or on the farms must at some seasons of the year borrow money to conduct their business. Is a man who pledges all of his assets to conduct his business in any way a capitalist?

21—Is there a system which will make common the interest of employer and employee without destroying organization or jeopardizing investments?

22—What are you doing towards encouraging "Own Your Own Home" campaign amongst your employees? (One million houses are needed in the United States today.)

23—Should labor organizations be incorporated?

24—Should immigration be restricted at this time? If so, why and for what period of time? Should a selective immigration bill be passed?

25—Should the United States Government fix the price of food products or should prices be determined on the open market? Should the government rule over exportation of food products be abandoned?

The farmer with an investment of over \$50,000,000,000 in land, buildings and agricultural machinery and annually paying over one billion dollars in wages must be accounted a manufacturer. Is he not entitled to a fair return on his investment and has the government a right to fix his or any other manufacturer's prices? Production costs are not the same on all farms or in all factories.

26—Is part of our present unrest due to the sudden transition of our people from a war psychology to a peace psychology? The day we declared war, we converted our units of construction into units of destruction; mass play predominated. In the great war only one general is conspicuous; the liberty loans massed and aroused the people; we put men into uniforms; massed industries to assist the government to produce the essentials; farms were brought to the highest point of production, new governmental bureaus were created, unity of action for mass play so that we would win the war.

Some would continue these conditions as the permanent social order of the United States. Are the problems of peace the same as the problems of war? What should be done to help change the mental attitude of our people? Is the mass precedent established by the war a contributing factor to the present unrest?

27—Our Country First. What are you willing to do to make it First?

FARM LANDS near Kankakee, Ill., are said to be selling at \$525 per acre, for 160 acres.

CROPS IN THE UKRAINE are above the average this year, according to reports. This is one of the most fruitful districts in Russia.

UNCLE SAM has had something like \$70,000,000 worth of merchandise stolen from freight cars in terminals and in transit, since he assumed control of the railroads, for which shippers and consignees must be reimbursed.

## Coming Conventions.

Oct. 13, 14, 15.—Grain Dealers National Ass'n at St. Louis, Mo.

## Our Callers

L. N. Bowman, Alworth, Ill.  
Harry L. Kaga, Tulsa, Okla.  
V. E. Butler, Minneapolis, Minn.  
M. J. Young, rep. Philip Smith Mfg. Co., Sidney, O.



To do a good action in return for an evil one is the sublimity of contempt.

## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Farmers Buying Farm Wagon Trucks.

*Grain Dealers Journal:* Many of the farmers in Dakota have been buying farm wagon trucks, and this necessitates new dumps in the elevators. These dumps work by air compression, costing from \$450 to \$500. They are rather expensive, but they are a fine and handy invention, as the old dumps are too small to accommodate the heavy trucks.—George B. Marble.

### Grain Diverted by Car Supply.

*Grain Dealers Journal:* Cars have been so scarce throughout the wheat sections of Illinois since farmers got their threshing operations well under way, that the supply of cars has often changed the course of trade. As a rule most of the elevators have been full and no cars in sight.

While in Springfield one day I learned that a number of empties had been delivered to the Canham Grain Co., who have an elevator on the C. & N.-W. R. R. at Virden. Now Virden originates many cars of coal every day, and generally is not looked upon as much of a grain station, but the good news was soon spread about the country and farmers began to haul their grain from Waverly,

Farmersville, and other distant points to Virden, with the result that the manager of the Canham Grain Co. had to work overtime.

Shipments from interior points would have been much heavier last month if the elevators for men could have but obtained the cars needed.—Yours truly, P. J. Hennig, Chicago, Ill.

### Big Volume and Little Profit.

*Grain Dealers Journal:* We can all see how the other fellow is getting more than his share of the extreme high prices and the H. C. of L. However, all that I can see for the grain dealers is big business with no profits. Articles in the Journal have shown the cost of operation of several elevators in the middle states, and that they made nothing; the same holds good here to a large degree. It seems that the more business we do the more money we lose. I can not see my way clear to keep up all of the expenses connected with my business, so have decided to cut on every angle.—H. M. Williams, Idaho Grain & Tramway Co., Stites, Ida.

### What Does It Cost You?

*Grain Dealers Journal:* I wonder how many managers and owners of elevators have taken the pains to ascertain accurately what it costs them to handle a bushel of grain? I have seen a great deal of careless bookkeeping in the trade, and have even been in elevators where books were not only unknown, but scorned.

Only by patient, systematic record and computation may the cost of handling be reckoned, but without figures, how is one to estimate the margin of profit necessary, or, indeed, know if he is making a profit at all?

Interest on the investment in building, machinery and grain should not be overlooked, as these are real and important items of expense. I have figured this at 6%, allowing 4% for depreciation and repairs of building and machinery yearly. On an \$8,000 elevator, and figuring \$10,000 worth of grain handled in a year, interest and depreciation amount to \$1,400. Allowing myself \$1,800 a year as owner and manager, I have figured \$900 spent in wages for extra help. This last item is sometimes higher, but I think that is a fair average for the ordinary plant. Taxes and insurance usually amount to \$400 or \$500 in a year, while power, light, heat and incidentals will amount to at least \$750.

Not including freight, it usually costs about \$1,750 more to dispose of the grain, which includes loss in transit, deterioration, war tax, commission, inspection fees and so on.

I have in this manner arrived at the conclusion that it costs me about 8½¢ to 9¢ a bushel to handle grain, and if I wish to break even, I must be certain of that much margin.

I am glad to say that the old haphazard ways of running the business are being supplanted by more intelligent business methods. It is futile to work in the dark, and will lead to disaster in the end. The presence on the market of many especially prepared forms and books for the grain dealer has greatly simplified matters, and enables him to know at all times what his position is in both directions.—Average Dealer.

JULIUS H. BARNES has telegraphed Representative Young, of North Dakota, that, in view of the unusual quantity of light wheat in the northwest, the matter of grades will be gone into carefully and standards of minimum price fixed for the guidance of country buyers and in full recognition of the misfortune of producers with reduced crop yields. Because of shrunken wheat, the standard price will be fixed as sympathetically as possible, and immediately thereafter, for the guidance of all concerned, will be published. The officials of the U. S. Grain Corporation will meet August 26 to settle the matter.

### The Wheat Discounts.

The fairness, or unfairness, of the discounts for wheat grading below No. 1 is concerning many people now, just as it has always concerned the same people at wheat moving time each year. And, as usual, they are not all able to agree upon an answer to the question. The truth of the matter is that the discounts are as near fair as it is possible for any set scale to be fair, and undoubtedly they reflect approximately the variation in milling quality of the average of the grain falling into each of the grades for which discounts have been fixed.

It must be remembered, however, that the Wheat Corporation has not announced the official establishment of a scale for wheat grading below No. 3. Every parcel of wheat grading below No. 3 is handled upon its merits, by sample, or at a discount agreed upon by buyer and seller.

When one has embarked upon a study of the intrinsic value of grain grading lower than the basic grade one becomes impressed immediately with the fact that it is a problem not susceptible of ready solution. To begin with, it is not enough to say that a parcel of wheat grades No. 2 or No. 3, for there is marked difference between grain falling into these grades, or into any other grade. Some No. 4 wheat is better than some No. 3, and occasionally there will be found a lot described by the inspector as sample that is fully as good in many respects as some of that placed into the higher grades.

In this connection it is worth mentioning that a car of good wheat testing over 61 pounds was graded sample in one market recently because of the presence of 8 per cent of rye. Good wheat, it is true, but under the rules it had to be sample.

The rules are not altogether to blame for this, since it is absolutely necessary to have rules for grading, and it is equally necessary that these rules be definite upon every point if they are to be of any value in practical use.

It remains, therefore, to find a middle ground between a too strict adherence to the letter of rules while at the same time their spirit is being violated and the loose condition of affairs that would quickly grow out of a lack of rules. The grain trade long ago found this middle ground and the machinery of the trade has always functioned upon this middle ground, is now functioning upon it, and can continue to function upon it. This middle ground is nothing more nor less than the practice of handling individual parcels of grain upon their merits, either with the guidance of the rules for grading or without any recourse to these rules. The grain dealer who really knows how to handle grain can do and does do this in fairness both to himself and to his farmer patrons and to the dealers to whom he sells.

Much of the cause for complaint at the wheat discounts and wheat grades lies not in the discounts or grades themselves but in the whole fabric of control which has made difficult the successful working out of uniform grades, and which has produced such make-shifts as the so-called fixed price, guaranteed price, the fixed scale of discounts, and their attendant regulations that have been irksome to producer and consumer as well as to dealer. Eliminate control and the discount will take care of itself. Then uniform grades and uniform inspection can be carried forward to successful operation if not to absolute perfection.

APPLICATIONS FOR LICENSES for the exportation of wheat to all destinations in the western hemisphere and the east coast of Asia to which wheat flour shipments now are licensed will be received for consideration at the New York office of Julius H. Barnes, United States wheat director, according to announcement issued today by Mr. Barnes. The order is effective Aug. 15 and until further orders. Applications must be made in duplicate.

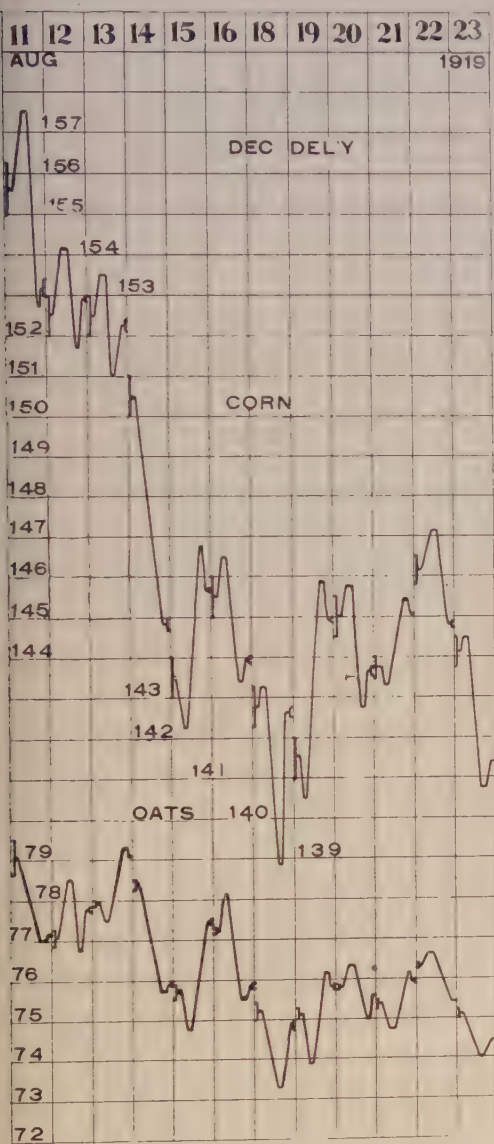


Farmers from Distant Points Hauling Grain Into Virden, Ill



## Chicago Futures

Opening, high, low and close on corn and oats for the December delivery at Chicago are given on the chart herewith.



ALTHO THE LATER CROPS of maize in New South Wales are reported to be coming along well, the outlook from the earlier sown area is far from satisfactory. The area under maize in Victoria was 22,559 acres, compared with 20,987 acres sown in 1917-18 when the yield was 1,152,787 bus. The present yield is approximated at 1,240,000 bus.—Trade Comm'r A. W. Ferrin, Melbourne.

## The National Meeting at St. Louis.

The twenty-third annual convention of the Grain Dealers National Ass'n, which will be held at the Planters Hotel, St. Louis, Mo., on Oct. 13, 14 and 15, gives every indication of being the largest meeting of grain men ever held in this country. The total attendance ought to come close to the two thousand mark, as approximately four hundred of the fair sex are expected to be present.

The program for the convention is nearing completion and it will be the best ever prepared by the Association. This is said with the programs of the Baltimore, Buffalo and Milwaukee conventions in mind.

One of the speakers secured is Hon. David R. Francis, American Ambassador to Russia. He will tell the grain trade all about the revolution in the Muscovite Empire. Every grain man will want to hear this speech. Volumes have been written about Lenin and Trotsky, the Russian Red Guard, the reign of terror, and the efforts of the bolsheviks to impose their crazy cult on one hundred and eighty million people.

Another speaker who will be at the convention is Julius H. Barnes, United States Wheat Director. Mr. Barnes will take this opportunity to discuss the grain situation not only with the members of the trade but with the whole world.

Hon. E. E. Clark, of the Interstate Commerce Commission, will be on the program and will have a message on the railroad situation. Nothing could be more timely than this address, when the whole country is discussing the Plumb plan to take over the railroads and run them in the interests of the brotherhoods.

J. W. Shorthill, Secy. of the National Council of Farmers' Cooperative Assns., will also address the convention. Mr. Shorthill is one of the ablest men in the cooperative movement and his speech is sure to be both timely and interesting in view of the extreme radicalism that has developed in North Dakota.

Several other speakers of national prominence will be on the program and their names will be announced shortly.

St. Louis is making great preparations for the convention. Marshall Hall is at the head of the Executive or General Arrangements Committee. The entertainment provided will be elaborate and both the men and the ladies will be well taken care of.

THE GERMAN HARVESTS, contrary to expectations in May and June, threaten to be spoiled or badly damaged by the wretched weather which prevailed all summer and the lack of labor, which, with the highest wages, is almost impossible to get.

THERE is but one wise course for the government to pursue regarding food matters, namely to stop meddling with prices. All food control acts should be repealed forthwith. Food controllers should be put to work producing instead of limiting production. If this is done, and a scientific investigation started into our methods of distribution, we shall gradually work out of the trouble we are in and the world will be fed, not on empty words, but on substantial food.—Wallace's Farmer.

## Daily Closing Prices.

The daily closing prices for oats and corn for December delivery at the following markets for the past two weeks have been as follows:

### DECEMBER OATS.

	Aug. 11.	Aug. 12.	Aug. 13.	Aug. 14.	Aug. 15.	Aug. 16.	Aug. 17.	Aug. 18.	Aug. 19.	Aug. 20.	Aug. 21.	Aug. 22.	Aug. 23.
Chicago	77 1/4	77 3/4	79	76	77 1/2	75 3/4	74 3/4	75	75 1/2	75 3/4	75 3/4	74 1/4	74 1/2
*Minneapolis	71 3/4	71 3/4	73	70 1/4	71 1/4	70 3/4	68 7/8	70	69 7/8	69 3/4	67 3/4	68 1/2	68 3/4
St. Louis	78 3/4	79	80	78 1/2	78 3/4	77 3/4	76	77	77 1/4	77 1/4	76	76 1/2	76 1/2
Kansas City	75 3/4	76 1/4	77 3/4	73 1/4	74	74 3/4	73 1/4	73	75 3/4	74 3/4	73 3/4	72	72
Milwaukee	77 1/4	77 3/4	79	76	77 1/2	74	75	75 3/4	75 3/4	75 3/4	74 3/4	74 3/4	74 3/4
Winnipeg	81 3/4	82 3/4	84 3/4	81 3/4	86 1/4	86 3/4	81 3/4	82 3/4	82	82 3/4	82 3/4	81 1/2	81 3/4

\*Minneapolis—Sept. delivery from Aug. 11 to Aug. —.

### DECEMBER CORN.

	Aug. 11.	Aug. 12.	Aug. 13.	Aug. 14.	Aug. 15.	Aug. 16.	Aug. 17.	Aug. 18.	Aug. 19.	Aug. 20.	Aug. 21.	Aug. 22.	Aug. 23.
Chicago	153	152 3/4	152 3/4	145 1/4	145 3/4	143 3/4	142 1/4	145	143 1/4	145	144 3/4	141 1/4	143 1/4
St. Louis	153 3/4	153 3/4	153 3/4	145 3/4	146 3/4	144 3/4	141 3/4	145 3/4	144 3/4	145 3/4	145 3/4	142 3/4	142 3/4
Kansas City	153 3/4	152 3/4	152 3/4	145 3/4	146	143 3/4	141	144 3/4	143 3/4	145	144 3/4	141	142 3/4
Milwaukee	153 3/4	152 3/4	152 3/4	145 3/4	145 3/4	143 3/4	140 3/4	144 3/4	143 3/4	145	144 3/4	141 1/4	143 3/4

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Southern 135883 passed thru Ceresco, Neb., Aug. 23, leaking wheat freely thru the floor. Notified train crew.—Gus Brugger, ag't, the Latta Grain Co.

N. Y. C. 161556 passed thru Central City, Neb., Aug. 22, leaking grain at the door.—T. B. King, treas., T. B. Hord Grain Co.

A. T. & S. F. 22698 passed thru Adams, Minn., Aug. 22, leaking corn at draw bar.—J. P. Schissel.

A. T. & S. F. 46074, side-tracked at Garnett, Kan., Aug. 21, leaking wheat at side of car over bolster.—John McClune.

Pennsylvania 55167 passed thru Hendley, Neb., Aug. 18, leaking wheat at door post.—G. W. Query, mgr., Farmers Business Ass'n.

Erie 68765 was in the yards at Jamesport, Mo., Aug. 9, leaking wheat at the end of the car.—M. U. Norton.

Omaha 32328 passed thru Cedar Rapids, Ia., Aug. 12, leaking oats badly thru grain door.—J. M. Piper, ass't supt., Corno Mills Co.

I. C. 25132, in Rock Island train, was leaking wheat badly at door, Aug. 13, at Meade, Kan.—W. W. Gibbons, Hooker, Okla.

Frisco 125916 passed thru Laird, Colo., Aug. 14, leaking wheat at door post.—G. H. Burnett, mgr., Farmers Union Co-operative Elvtr. Co.

S. P. 87464 side-tracked Aug. 15 at Evander, Ia., leaking oats badly at door post; was repaired.—M. B. Speece, mgr., Evander Farmers Co-operative Co.

126802 C. & N. W. was leaking wheat at side of car, about half way between door and end, while being switched in the Santa Fe yards at Hutchinson, Kan., about noon, Aug. 12. No chance to repair.—W. B. Bradshaw, Grain Dep't, Reno Flour Mills Co.

About 25 or 30 cars of sacked barley have been standing in the S. P. R. R. yards at Houston, Tex., for several days previous to today, Aug. 12. They are consigned to E. Clemens Horst. All of these cars are leaking heavily at the dorways, and no cooperation is evident. The tracks and walks along the tracks are covered with wasted barley.—Southwest Grain & Hay Co., J. C. Aucoin, pres.

N. P. 48757 passed thru Bluff Springs, Ill., Aug. 22, leaking wheat at side door. The door did not fit tightly against the door post, as the hanger was broken. No chance to repair.—G. F. Carls, mgr., Bluff Springs Farmers Elvtr. Co.

L. & N. 3984 passed thru Templeton, Ia., Aug. 21, leaking barley badly along one side.—Geo. B. Hannasch, mgr., Templeton Farmers Elvtr. Co.

P. & R. 4773 passed thru Shadeland, Ind., Aug. 20, leaking wheat or rye in front of door; think siding was loose. Called agt. at Lafayette, who promised to have it repaired there.—W. F. Noble, mgr., Rob't Alexander.

B. & O. 72086 set on siding at Anoka, Neb., Aug. 17, and still here, leaking wheat badly at draw bar.—V. M. Tichnor, mgr., Wm. Krotter Co.

Penn. 559869 passed thru Troy, Tex., southbound, on Aug. 7, leaking wheat freely.—Maedgen Grain Co.

C. B. & Q. 101440 passed thru Liberty, Neb., Aug. 3, leaking wheat badly at both ends.—Marietta Stock & Grain Co., Marietta, Kan. Wabash 64620, containing barley was wrecked in the Milwaukee yards at Mitchell, S. D. the morning of Aug. 2. The car tipped over and was badly damaged. Barley was transferred into P. & L. E. car 32108.—A. H. Betts.

Frisco 34172, loaded with wheat from Rocky, Okla., was leaking badly as it went thru Cordell Okla., Aug. 1. Leak was at southwest corner of the car, and no attempt was made at this station to repair it.—Gelr & Price Grain Co., Cordell, Okla.

A. T. S. F. 34434 passed thru Jamesport, Mo., Aug. 7 leaking wheat freely at pulled draw bar.—M. U. Norton.



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome. Let us hear from you.

### CANADA.

Hanna, Alta., Aug. 19.—The crops here are short. West and North of us, harvesting is in full swing and the crops are very good.—M. W. Wileman.

Stony Plain, Alta., Aug. 13.—The early part of the summer was dry, but we have had plenty of moisture from July to the present date. Hay will be about half a crop but wheat, oats and barley is above a fair crop. Harvesting has just commenced.—Alberta Grain Co. Ltd.

### ILLINOIS.

Bluff Springs, Ill., Aug. 22.—Corn here is in excellent condition; we can expect a good crop without any more rain. Oats are very scarce, but of good quality.—G. F. Carls, mgr., Bluff Springs Farmers Elvtr. Co.

Manlius, Ill., Aug. 11.—We are threshing oats now; they are yielding 22 to 35 bus. per acre. Wheat averages about 23, rye, 11-20 bus. to the acre. Recent rains have saved our corn crop. No corn is hurt here except on thin ground. Corn is practically made now, even if we get no more rain.—F. L. Neal, Boliman Grain & Coal Co.

Springfield, Ill., Aug. 13.—The drouth was further relieved by heavy rains in some sections and light to moderate falls generally everywhere but in the south, where corn has been seriously injured by the dry weather and is in poor condition. Threshing continued with but little interruption.—H. Merrill Wills, U. S. Dep't Agriculture.

Chicago, Ill., Aug. 22.—In the 11 great corn producing states the general conditions are as follows: 5 states, good to very good; one state, very fair; 3 states, fair; and 2 states, poor to 66%. Taking all states into consideration the crop is well above the average. The 10 states producing the major portion of winter wheat range, one, fair to good; eight, fair; one poor to fair. The uniform range of oats is fair to light.—American Steel & Wire Co.

Springfield, Ill., Aug. 20.—Moderate to heavy showers fell in most areas, improving corn, meadows and pastures. Corn made very good progress as a result of weather conditions. Its condition is good to excellent in north, average to very good in central, poor to average in the south. Alfalfa is being cut in many sections. Threshing is mostly completed, but was delayed some by the wet weather. Plowing for winter wheat continues but the soil was too dry in places.—Clarence J. Boot, meteorologist.

Chicago, Ill., Aug. 25.—Champaign to Decatur the corn crop makes a good showing, considering the dryness of July. There is a moderate amount of firing and some irregularity but the entire territory is well satisfied with the indicated promise. Part of the crop looks well advanced. Champaign grain men report oats 30 to 35 bus.; lowest 22 bus. They report correspondence showing Texas offerings, in the North and believe the Southwest corn will be a factor in lessening the demand thru the early winter season. Thru this section, plowing for fall wheat suggests a full acreage.—Joseph Wild, E. W. Wagner & Co.

Springfield, Ill., Aug. 15.—The average yield of winter wheat is estimated at 17 bus., and the total state production is forecasted at 54,723,000 bus.; compared with 62,287,000 bus. predicted July 1. The quality is reported as 86% of a high medium grade. Heads have been short and poorly filled. Yields vary greatly, and very few high yields have been reported. Spring wheat now shows 58% normal, as compared with 87% on July 1. This rapid deterioration is due both to weather conditions and diseases. The indicated crop is 9,920,000 bus. against the forecast of 14,355,000 bus. on July 1. The condition of oats on Aug. 1 was 73% of the normal, as compared with 83% on July 1. The estimated crop is 134,751,000 bus. compared with 151,507,000 a month earlier. The farm reserve of oats in this state is estimated at 11,901,120 bus. The condition of corn Aug. 1 was 76%, a fall of 13 points since July 1. Firing has appeared in many places. Extreme heat and lack of moisture have been respon-

sible for the decline in prospect. A crop of 284,708,000 bus. is now indicated as compared with a forecast of 314,024,000 on July 1. Last year's crop was estimated at 351,450,000 bus. The average yield of rye in Illinois is estimated at 16.5 bus. per acre indicating a crop of 4,164,000 bus. The quality of the grain is 85% of a high medium grade. The condition of barley Aug. 1 was 76% of the normal and the forecast of production is 5,652,500 bus. The farm reserves on the same date is estimated at 477,000 bus.—Chas. Adkins, director, State Dep't Agriculture, and S. D. Fessenden, field agt., U. S. Buro Crop Estimates.

### IOWA.

Davenport, Ia., Aug. 14.—Corn crop in this section is 100%.—Mr. Hutton, Lamson Bros. & Co.

Davenport, Ia., Aug. 14.—Few oats this crop will test as good as 30 lbs.—Wm. Halliday, Merchants Elvtr. Co.

Omaha, Neb., Aug. 19.—In southwestern Iowa the corn crop will only make 50%.—J. H. Wright, mgr., Neb.-Iowa Grain Co.

Milwaukee, Wis., Aug. 11.—In Ia. the corn on high ground is all right and will furnish a good crop, but in the low, sandy places the crop is fired.—George B. Marble.

Des Moines, Ia., Aug. 16.—Corn is looking fine, never better, some blight damage has been done to oats in shock by local rains. Oats is running light over the entire state.—S.

Evander Station (Sheldon p. o.), Ia., Aug. 18.—Wheat is of poor quality and is making around 5 bus. per acre. Barley is light, testing about 40 lbs. and yielding 20 to 30 bus. Oats are testing 26 to 32, of fair quality, and yielding about 35 bus. to the acre. Corn is in good shape; plenty of rain to mature; will have a good crop if old man Frost stays out of fields until after Sept. 15.—M. B. Speece, mgr., Farmers Co-op. Co.

Des Moines, Ia., Aug. 20.—Good rains with moderate temperature and abundant sunshine were favorable for all growing crops. Corn made excellent progress. The ears are filling well, much has reached the denting stage, and the husks are beginning to dry. Some is already fit to gather for seed. Indications are that the yield will be above normal. Threshing has progressed rapidly in spite of occasional delay by rain. In some localities thrashing is completed. A fine third crop of alfalfa is being harvested. The yield and quality is as good as the second crop. Fall plowing has made good progress, the rains having put the soil in good condition for this work. Preparation of the ground for winter wheat is well along in some sections. The indications are that the acreage seeded to this crop will be considerably reduced.—Charles D. Reed, meteorologist.

### KANSAS.

Haviland, Kan., Aug. 12.—Wheat in Kiowa county is making from 5 to 18 bus. per acre.—James Borin.

Englewood, Kan., Aug. 15.—There seems to be in our wheat belt a large area, taken as a whole, together with Kan. and Okla., a grade of wheat that is absolutely no good for seed. The germination is so weak that the wheat growers buy seed elsewhere.—J. A. Dillon & Sons Grain Co. J. A. Dillon.

Chicago, Ill., Aug. 16.—The Kansas wheat crop is still estimated at from 150,000,000 to 160,000,000 bus. Corn and kafir corn are holding out very well, except in the western part of the state, where they are suffering some for rain, and in the southeastern portion, where corn is almost a total failure. All crops need rain.—S. H. Johnson, Freight Traffic Mgr., Rock Island Lines.

Hutchinson, Kan., Aug. 23.—Corn in western and southwestern Kansas has suffered from lack of rain, but in some places this grain will yield reasonably well. Kafir and milo in these sections are generally in good condition and promise an excellent crop. Threshing of wheat is finished in some localities, while in others this work is just getting fairly well started. Dry weather has made it difficult for farmers to prepare the soil for planting wheat; practically no plowing having been done in many communities. The acreage of wheat, even with favorable climatic conditions from now to seeding time, will be smaller than that of last year.—Cal.

### MINNESOTA.

Oslo, Minn., Aug. 11.—On account of rust and hot and wet weather, the wheat crop will not average more than 12 bu.—J. E. Olson, Oslo Grain & Fuel Co.

Porter, Minn., Aug. 16.—The crops are very poor in this locality.—F. J. Speight, Eagle Roller Mill Co.

Ivanhoe, Minn., Aug. 11.—Wheat is very poor. Test, 42 to 50 pounds. Yield will average 4 to 5 bus. per acre. Oats yield, about 30 bus., barley, about 18 bus.; rye very light.—G. A. Pederson, Farmers' Ind. Elvtr. Co. No. 1.

Minneapolis, Minn., Aug. 20.—Southern Minn. and the Sioux Valley in S. D. are the districts where wheat is affected by blight. In territory further north, the damage was mostly from rust. Oats in a few districts in South Dakota and Minnesota are good. In one place the yield was better than 70 bushels to the acre. The general average for these two states is from 20 to 25 bushels to the acre. North Dakota, except in the eastern portion, is even less. Some oats weigh around 20 pounds to the bushel and are so light that they have poor feeding value. A big decrease in rye acreage is expected this fall. The recent showers and warm weather have benefited the corn throughout the Northwest. Corn looks very promising in N. D. as the ears are large and well filled.—Van Dusen-Harrington Co.

### MISSOURI.

Forest City, Mo., Aug. 12.—Indications from present threshing are for a 12 to 18-bu. yield of wheat. Corn is promising a good yield.—H. E. Combs.

### NEBRASKA.

Omaha, Neb., Aug. 19.—Southeastern Nebraska fields have suffered from drouth altho the surrounding country has had good rains.—S. P. Mason, vice-pres., Nye-Schneider-Fowler & Co.

Omaha, Neb., Aug. 19.—Northeastern Nebraska corn prospects are good. An early frost, which is very unlikely, is the only thing now possible to cause damage.—Dolphin-Jones Grain Co.

### NORTH DAKOTA.

Gardner, N. D., Aug. 13.—Crops are light in this section.—R. F. Gunkelman, Gardner Grain Co.

Chaseley, N. D., Aug. 14.—Owing to rust and blight, wheat is a poor crop. Rye is yielding from 3 to 17 bu.—X.

Bantry, N. D., Aug. 13.—Crops in this vicinity are next to nothing.—J. E. Morris, Bantry Co-operative Elvtr. Co.

Juanita, N. D., Aug. 14.—Crop conditions are poor because of rust and hail.—J. S. Pierce, agt., Minnesota Elvtr. Co.

New Leipsig, N. D., Aug. 15.—Crop condition is poor, and 25% of the farmers will not get more than seed.—John J. Bader, Monarch Elvtr. Co.

Hunter, N. D., Aug. 21.—The crops have been damaged by rust. Wheat is running about 8 bus. to the acre. Threshing is well under way and if weather continues good, will soon be done.—C. R. Adams.

Manfred, N. D., Aug. 11.—Crops are maturing very early this season but are not of the best. Black rust and grass hoppers are doing 50% damage or more. Durum wheat threshed Aug. 9, went 7 bus. per acre, 59 lbs. per bu. Rye, from 5 to 15 bu. per acre.—L. A. Hanson, mgr., Manfred Co-operative Grain Co.

### OKLAHOMA.

Hopeton, Okla.—Our wheat is a very poor quality, making from 3 to 18 bus. Oats are good. No corn. Owing to dryness fall plowing will be late.—G. S. Percival, agt., W. M. Randles.

Chicago, Ill., Aug. 16.—Crops thruout Oklahoma are showing deterioration, altho light rains have been falling generally during the past week. Threshing is still in full progress, and the crop is estimated at from 50,000,000 to 55,000,000 bus. Oats are being threshed. Corn in the southern part of the state matured early and will be good, but in the northern portion the crop will be considerably lighter than normal. Broom and kafir corns are needing moisture.—S. H. Johnson, Freight Traffic Mgr., Rock Island Lines.

### SOUTH DAKOTA.

Forestburg, S. D., Aug. 14.—Wheat testing 49 to 53 lbs., with 5 to 20% blight or damaged kernels.—S. A. Gere.

Castlewood, S. D., Aug. 9.—Small grain crop is not very good; corn is excellent.—H. A. Olson, Farmers Grain & Produce Co.

Tyndall, S. D., Aug. 11.—Wheat is testing from 45 lbs. to 49 lbs. Oats, fair weight 32 lbs., about 35 bus. per acre. Corn crop is hurt almost 20%.—D. J. Hough, Farmers Elvtr. Co.



St. Onge, S. D., Aug. 10.—Harvesting is nearly finished and threshing will commence soon. The crop is considerably lighter than last year, despite the doubled acreage.—H. C. Haas.

Wallace, S. D., Aug. 11.—Wheat will yield from 8 to 10 bus. and tests from 50 to 55 lbs. per bu. Barley is fair but oats and rye are poor in yield and quality. Corn is good but needs rain.—A. Phelps, agt., E. W. Ketcham.

## TEXAS.

Chicago, Ill., Aug. 16.—In the Texas Panhandle there were good rains at the time they were most needed, and all growing crops are in fine condition. Warm and dry weather prevailed during the time small grain was cut. There was a heavy hailstorm in the vicinity of Amarillo on Aug. 7, which did some damage. Threshing of small grain is under way. There is a shortage of threshing machines, but new ones are coming in daily. More harvest men could be used, though the labor situation is generally satisfactory. Reports from threshers indicate wheat will average 15 to 18 bus.; oats 25 to 30 bus. per acre. In the eastern central and northern central sections of Texas threshing of wheat and oats has virtually been completed. The yield is below expectations. Corn is in good shape, and prospects are for a heavy crop. In the western central, northern and northwestern sections, about 75% of the small grains have been threshed, and the yields are turning out well. The early corn crop is the heaviest in years, and June corn is looking good, but rain is now needed.—S. H. Johnson, Freight Traffic Mgr., Rock Island Lines.

## WASHINGTON.

Toppenish, Wash., Aug. 8.—Harvest is on in full swing and the wheat is of excellent quality.—Toppenish Co-operative Elvtr. Co., H. C. Ham, mgr.

## WYOMING.

Torrington, Wyo., Aug. 12.—Dry land wheat is very poor here.—Eaton Grain Co.

H. R. 3623, now pending, provides for a tariff on corn or maize, 15 cents per bushel of 56 pounds. On cornmeal, 20 cents per bushel of 48 pounds. On oats, 15 cents per bushel. On oatmeal and rolled oats, 1 cent per pound; oat hulls, 10 cents per hundred pounds. On rye, 10 cents per bushel; rye flour, one-half of one per cent per pound; wheat, 25 cents per bushel. Wheat flour, 25 per centum ad valorem.

## British Crop Regulations for 1919.

The United Kingdom government will not issue prices for grain at the present time. Merchants may deal freely with the barley, oats and rye crops; but restrictions will probably be put on the use of millable wheat.

The Board of Agriculture is attempting to test the power of the Corn Production Act of 1917, in order to carry out the promise made by the government last November, to the effect that farmers should receive for all their sound grain not less than the maximum prices of the Grain (Prices) Order, 1918. The Board plans to do this by means of a subsidy, on the basis of a report at the end of seven months from the first of September. This report will be made up of returns obtained from the principal corn markets of the Kingdom, showing the average prices of each of the cereals, wheat, barley and oats for the season. A com'te appointed by the Board will report on the average price of rye.

If the average price of cereals is less than the maximum price last year, the farmers will receive the subsidy. The subsidy will be computed on the estimated yield per acre as follows: 4 quarters for wheat, 3½ quarters for rye, 4 quarters for barley, and 5 quarters for oats, and the proportion thereof which is sold off the farm, and not used thereon. In the case of wheat and rye, this is all the crop. In the case of barley, this is 4/5 of the crop, and in the case of oats, 2/3 of the crop.

The Board of Agriculture is also empowered to withhold or diminish the subsidy in cases where the farmer has not properly cultivated. This measure is for the purpose of encouraging up-to-date farming.

# Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

## CANADA.

Port William, Ont.—Receipts during July were: wheat, 1,335,666 bus., corn, 108,603, oats, 1,919,342, rye, 52,902, barley, 1,642,381, flaxseed, 197,731, mixed grain, 2,201,530 lbs., compared with wheat, 1,040,582, oats, 1,189,168, rye, 1,202, barley, 127,671, flaxseed, 150,726, mixed grain, 1,150,910 lbs., for July, 1918. Shipments were: wheat, 2,366,787, oats, 2,584,775, corn, 25,972, rye, 173,468, barley, 1,090,679, flaxseed, 202,931, mixed grain, 1,055,550 lbs., against wheat, 1,373,051, oats, 2,648,760, rye, 2,792, barley, 212,419, flaxseed, 215,195, mixed grain, 1,305,553 lbs., for the corresponding month a year ago.

## ILLINOIS.

Bluff Springs, Ill., Aug. 22.—We are in need of cars, as we have 13,000 bus. of wheat on hand and want to get it shipped away in time for the coming crop of corn.—G. F. Carls, mgr., Bluff Springs Farmers Elvtr. Co.

## IOWA.

Davenport, Ia., Aug. 14.—Wheat is coming freely. I judge 75% of wheat to move. Farmers not holding.—W. H. Halliday.

Des Moines, Ia., Aug. 16.—Yesterday we received the first car of No. 2 white oats, of the new crop. Oats are very light but corn prospects are good.—W. H. Bartz.

Des Moines, Ia., Aug. 20.—Seventy per cent of the elevators near here have been closed the past week because of full houses and lack of cars to move the grain.—C. A. Bullpit, Lamson Bros. & Co.

## KANSAS.

Hutchinson, Kan., Aug. 23.—The car shortage has made it almost impossible for country elevators to move the wheat which they have in store, and with full houses they have had to stop taking the grain from farmers. Farmers are also holding as much of the wheat as they can. These factors contribute to make receipts very light in most terminal points.—Cal.

## MINNESOTA.

Minneapolis, Minn., Aug. 20.—Receipts of grain continue to be light, due to stacking and storing grain. Also many country elvtrs. find it impossible to get cars. Barley is moving slowly and because of its light weight, much of it will be used for feed. Threshing flax has started in parts of Minn. and S. D. The movement will probably be a little earlier than last season.—Van Dusen-Harrington Co.

Minneapolis, Minn.—Receipts of grain here for the month of July were: wheat, bus., 4,143,400, corn, 523,680, oats, 2,329,190, barley, 3,977,340, rye, 958,980, flaxseed, 842,000; against the following for July, 1918: wheat, 2,646,530, corn, 669,340, oats, 1,377,220, barley, 289,230, rye, 107,860, flaxseed, 208,000. Shipments for July, 1919: wheat, 1,620,680 bus., corn, 363,660, oats, 1,650,100, barley, 3,709,800, rye, 202,700, flaxseed, 113,810; compared with: wheat, 311,500, corn, 538,020, oats, 2,100,910, barley, 491,140, rye, 123,390, flaxseed, 18,590 bus. for July, 1918.

## NEW YORK.

New York, N. Y.—Receipts at New York for the month of July were: wheat, 1,344,200 bus., corn, 264,900, oats, 3,837,900, rye, 596,250, barley, 2,215,200. Shipments were: wheat, bus., 1,467,137, corn, 14,255, oats, 3,221,118, rye, 509,213, barley, 2,386,098 bus.

## NORTH DAKOTA.

New Leipsig, N. D., Aug. 15.—The grain is coming to market very slow.—John J. Bader, Monarch Elvtr. Co.

## OKLAHOMA.

Hopeton, Okla., Aug. 11.—The movement of wheat is good as most all farmers are selling from the machine.—G. S. Percival, agt., W. M. Randels.

## PENNSYLVANIA.

Philadelphia, Pa., Aug. 19.—Wheat receipts from farms in the U. S., 44,997,000 bus. for the week ending Aug. 8, against 35,564,000 for the

corresponding week a year ago; for the previous week, 50,441,000 bus., against 42,662,000 for the previous week, a year ago. From June 27 to Aug. 8, wheat receipts from farms were 203,377,000 bus., against 183,658,000 for the same period last year. Total stock of wheat in all elvtrs. and mills Aug. 8, 140,273,000 bus., against 109,715,000 bus. a year ago. For the previous week there were 108,330,000 against 89,317,000 bus. for the previous week last year. These figures show an increase for the week Aug. 1 to Aug. 8, 1919, of 31,943,000 bus., against 20,398,000 for the increase the same week last year.—H. D. Irwin, 2nd vice-pres., United States Grain Corporation.

## SOUTH DAKOTA.

Forestburg, S. D., Aug. 14.—Some new grain is moving. Hampered about getting cars to move the grain.—S. A. Gere.

## TEXAS.

White Deer, Tex., Aug. 9.—Our elvtrs. have been full and from 50 to 100 loads of wheat waiting to unload. About 25% of threshing has been done. We will handle about 500 cars at this station.—North Texas Grain Co.

## WISCONSIN.

Columbus, Wis., Aug. 18.—Very little grain is shipped from here as it is mostly feed. There will be some wheat.—Mair & Caldwell.

Monroe, Wis.—Conditions have changed here. All grain is shipped in, instead of out. W. A. Becker shipped out wheat last year for the first time.—Dodge Lumber Co.

Wonewoc, Wis.—The poor yield to the acre, the light berry, and high cost of dairy and hog feed show prospects for a light shipment from this station.—Wonewoc Farmers Co., L. F. Draper, mgr.

Milwaukee, Wis., Aug. 13.—Wisconsin barley acreage shows a decrease of about 35% below that of last year. Average yield is 24 bus., 11 bus. less than the average of 1918. Quality is poor and color uneven. Minnesota reports show a yield fallen off to a 19-bu. average, with the color very poor and quality so low that much of the barley will be used for feeding purposes. In Iowa a decline in both acreage and yield is reported, the crop averaging 25 bus. to the acre, 8 bus. below the yield of last year. The South Dakota average is only 22 bus., with quality low. Acreage estimates of the four states indicate a decrease of 25% since 1918.—E. P. Bacon Co.

THE ITALIAN GOVERNMENT has fixed the price of hard wheat for 1920 at 80 lire a quintal, or \$4.20 per bu., compared with 85 lire, or \$4.46 per bu., during current year. Soft wheat next year will be 70 lire per quintal, or \$3.67 per bu., against 75 lire per quintal, or \$3.94 per bu., this year.

## Exports of Grain Weekly.

Bus., 000 Omitted.

	Wheat.		Corn.		Oats.	
	'18-'19.	'17-'18.	'18-'19.	'17-'18.	'18-'19.	'17-'18.
Jan.	4,300	2,191	61	177	2,198	1,968
Jan.	11,404	1,805	104	1	3,206	2,136
Jan.	18,501	2,109	119	175	3,100	1,728
Jan.	25,661	1,683	113	37	3,155	795
Feb.	1,384	1,563	28	10	558	1,709
Feb.	2,947	1,037	418	514	840	1,605
Feb.	5,684	950	120	353	1,315	1,350
Feb.	3,209	675	37	108	1,298	1,499
Mar.	3,914	1,232	119	93	351	1,812
Mar.	1,543	1,172	59		1,261	969
Mar.	2,152	844	17	891	479	1,766
Mar.	3,840	855	253	1,036	1,022	2,410
Mar.	5,278	1,157	11	1,421	741	1,300
Apr.	5,172	1,251	132	1,218	176	1,049
Apr.	5,765	994	37	2,109	634	3,364
Apr.	6,326	910	24	547	357	3,327
Apr.	7,401	1,278	62	955	487	3,351
Apr.	5,805	719	53	705	778	2,750
May	7,512	1,450	113	1,493	937	3,425
May	7,984	1,027	157	1,490	929	3,375
May	4,144	588	146	1,122	1,816	2,944
May	4,228	493	170	1,469	214	2,345
June	7,824	820	267	2,279	898	1,722
June	6,079	435	83	1,221	2,006	2,784
June	5,945	340	112	1,566	2,241	3,226
June	3,537	324	120	937	1,846	1,573
July	1,604	539	20	910	693	2,187
July	3,851	382	23	731	1,617	1,841
July	3,393	144	93	571	757	2,482
July	1,112	413	45	103	1,452	2,581
Aug.	3,067	543	9	219	2,319	2,614
Aug.	3,651	1,419	74	182	891	1,656
Aug.	2,620	1,809	44	673	1,584	1,437

Total, since July, '18 216,773 129,146 9,737 35,553 103,622 142,779



### Cause of the Port Colborne Explosion.

The commission of engineers which has been investigating the cause of the explosion at the Dominion Government Elevator, which wrecked the plant on Aug. 9 as described in the Grain Dealers Journal, page 257, Aug. 10 number, will make a tentative report that the explosion was one of wheat dust.

The evidence is that one of the legs in the inside of the house became choked with grain for some reason so that the head pulley started slipping round and round in the cup belt, which had become fixed by the choke. The friction of the pulley under the belt in the elevator head started a fire that burned the belt in two. So far the accident might have resulted in an ordinary fire that would have caused small loss in a fireproof concrete elevator.

So much dust was mixed with the air in the leg, however, that when the burning belt dropped down into the leg there followed a small explosion of the mingled dust and air. Almost instantly thereafter there was a second and most violent explosion in the space over the bins, the first explosion evidently having led to the second. It was the second explosion that blew out the walls and raised the roof 200 feet in the air.

A choke-up in an elevator leg is one of the commonest causes of fire in small as well as large grain storage plants. In this instance there was considerable dust due to the order of the government not to use the dust collectors on account of the slight loss in weight due to the dust being blown out of the grain.

The official inquest will be held Aug. 29 by Coroner McKenzie, when all the facts will be brot out.

R. S. McFarlane of Toronto has been placed in charge of salvaging the grain in the wrecked elevator, and is making good progress, having taken out over 100,000 of the 500,000 bu. for shipment to Montreal. The Maple Leaf Milling Co. is assisting in the reclamation by loaning the government its 2,000,000-bu. elevator.

A story that a motor in the gallery above the bins became overheated and was emitting sparks that ignited a small heap of collected dust is denied.

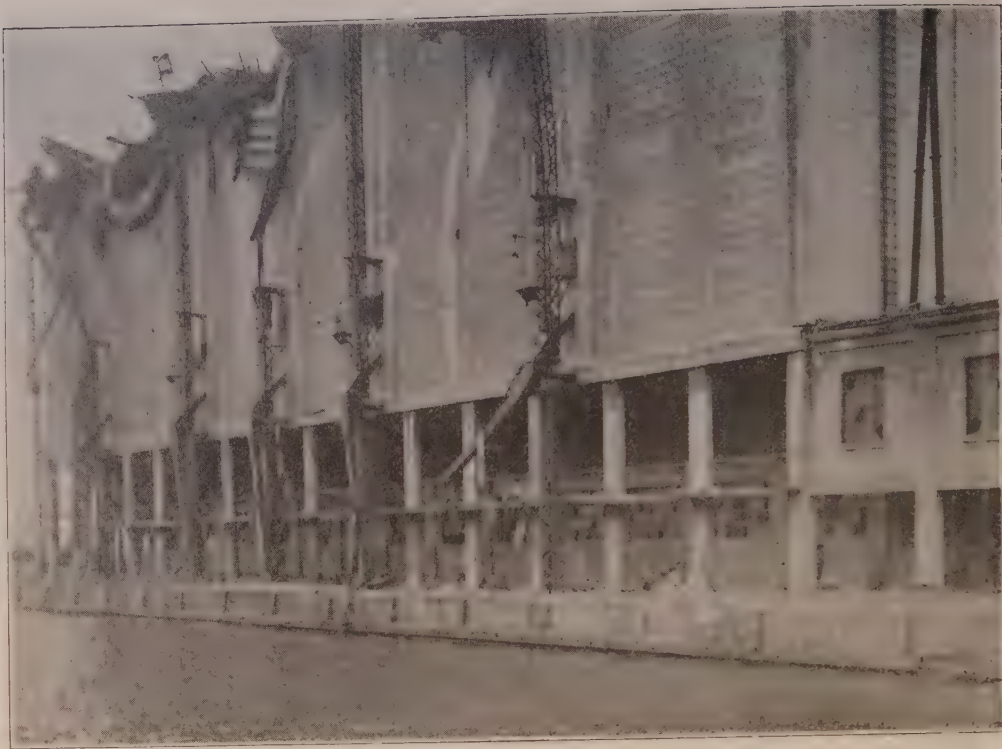
The government carried no insurance on the plant. Altho all grain elevators come under the Ontario factory inspection act this elevator had never been inspected. Mr. Burke, chief of the inspection staff, states that only one elevator in Ontario, at Port Arthur, had been inspected.

The explosion wiped off the cupolas and workhouse together with the roof and upper portion of the bins. The concrete was torn away in ton-sized slabs, hurled into the air and descended with terrific force to the ground. As it stands now the lower walls are standing, but are in a precarious condition, owing to the great mass of concrete, steel, and machinery which is buried in the interior wreckage in the center of the building. In certain parts of the walls there are large cracks, and in other places bulging, and it will be a problem for engineers to reconstruct the building without razing it to the ground.

So great was the force of the explosion that a shower of wheat came down at least three-quarters of a mile away in a northeasterly direction across the canal. It descended in a field which is nearer the town and across the canal, where it was picked up by spectators.

The office building, a cement structure similar to the elevator, which stands detached about fifty feet from the mill, was wrecked. Two or three huge blocks alighted on the roof of this building, and demolished a portion of it. The clerks, John McKav and Miss Ada Catherwood, were on their back to the mill after lunch, as was Mr. Fawcett, the superintendent, and consequently escaped a certain death, as the room in which they worked was a total wreck.

Twenty-seven men who had been working



Canal Loading Side of Dominion Government Elevator at Port Colborne.

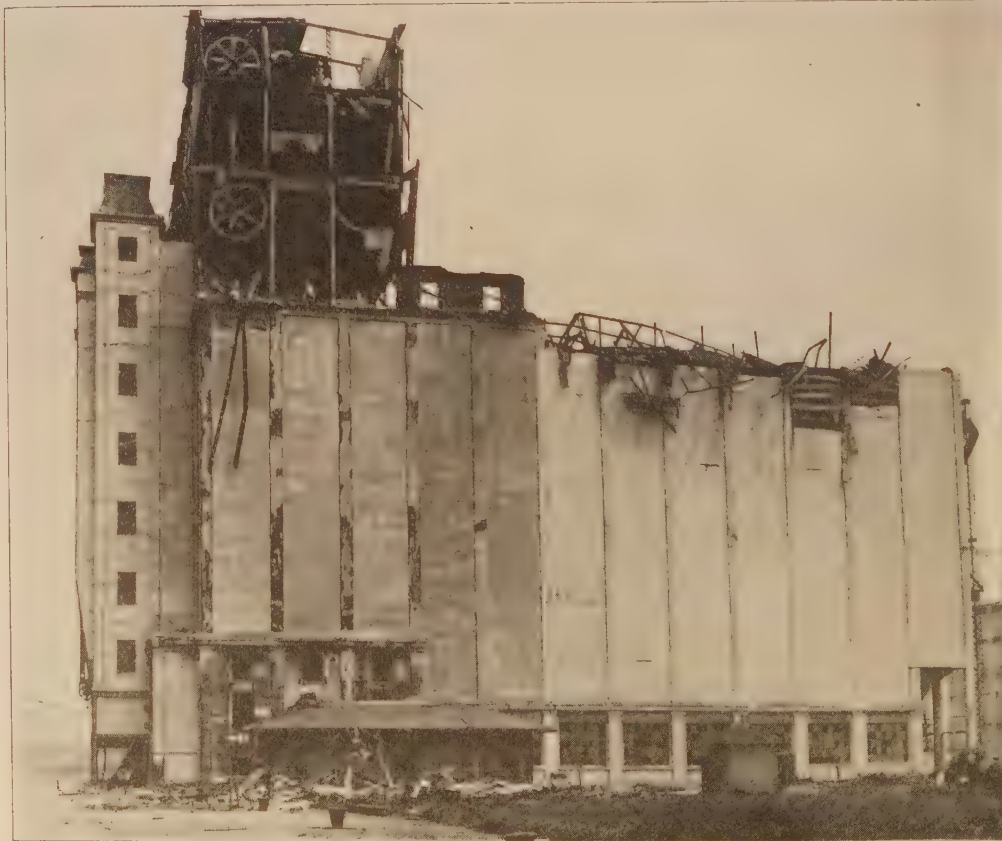
on scaffolds replastering the cupolas with cement had quit work for the day at noon. It had been previously arranged to work Saturday afternoon, but with the objection of a few of the workmen it was put off until next Saturday and the men are shaking hands with themselves.

This is not the first costly dust explosion in Canada. On the morning of Dec. 11, 1916, the oat mill of the Quaker Oats Co. at Peterboro was wrecked by an explosion of dust. The several buildings of that plant were lev-

eled to the ground; and as in the case of the Douglas Starch Works at Cedar Rapids, Ia., only the concrete storage tanks were left standing.

An hours' ride from Port Colborne there occurred on June 24, 1913, an explosion in the feed mill of the Husted Milling & Elevator Co., Buffalo, N. Y., that was most destructive of life, 30 having been killed and 75 injured.

In fact, explosions of grain dust are more numerous than those unfamiliar with their



Land Side, Marine Towers, Cupola and Bins of Dominion Government Elevator at Port Colborne, Ont., Wrecked Aug. 9, 1919.





South End of the Office Building Fifty Feet from Port Colborne Elevator.

history would suppose. Besides the disaster at Cedar Rapids in May there occurred another at the plant of Smith, Parry & Co., at Milwaukee the same month of this year, the blast at Port Colborne making the third.

THE GOVERNMENT GUARANTEED prices in 1918 and 1919 for various countries were as follows: Algeria, \$2.36; Argentina, \$1.55; Australia, \$1.14; Austro-Hungary, \$2.21; Brazil, \$2.65; Belgium, \$2.15; Canada, \$2.25; Denmark, \$1.97; Egypt, \$2.67; France, \$3.94; Germany, \$2.10; Italy, \$4.33; Morocco, \$1.58; Netherlands, \$3.23; Portugal, \$3.83; Spain, \$3.96; Sweden, \$2.95; Switzerland, \$3.25; United Kingdom, \$2.28; United States, \$2.395.—Buro of Markets, U. S. Dep't Agriculture.

THE ITALIAN MINISTRY FOR FOOD CONTROL requisitioned 1919 wheat, barley and rye May 31. Growers are permitted to reserve only enough grain for seed the coming year, and to feed their families, dependents and employees.

ABOUT 75% of the present receipts of new oats are testing 30 pounds or less, some as low as 23 pounds, and this is probably a fair indication of the way the crop will run. Cereal mills say they cannot use oats of less than 28 pounds test and they expect no difficulty in securing what they need of 30 pounds or heavier weight. The problem will be to find a market for the light weight oats, as the present conditions will likely hold all season.—W. H. Perrine & Co.



Wrecked Upper Floors and Receiving Tower of Port Colborne Elevator from Canal Loading Side.

### B/L Forger Gets \$400,000.

Herman J. Blumson, the one-time rug peddler who went from house to house interviewing the housewives, now is being sought as the fugitive forger of Bs/L aggregating over \$400,000.

Blumson was born near Konigsberg, German Poland, 58 years ago, and fled to New York in 1889. He was naturalized in 1892, married in Jersey City, N. J., and made visits to Europe and South Africa.

While peddling rugs in Chicago he became acquainted with one Weinstein, whom he persuaded to invest \$5,000, against Blumson's \$150 in starting a flour mill, four years ago. He lived unostentatiously in a boarding house at \$5.50 per week for breakfast, dinners and lodging. Later he bot a big touring car, hired a chauffeur and wormed his way into the Jewish Educational Alliance.

His wife, Leah Blumson, resided at 20 Upper Page Street, Dornfontein, Johannesburg, South Africa, with two grown sons and two daughters.

The war brot prosperity to Blumson's little mill. He made \$100,000 on government contracts for flour. With the war profits he built a second mill in North Western Av., Chicago, on a site costing \$125,000. The building is 3½ stories high and has a capacity of about 200 barrels per day. Much of the equipment was furnished by the B. F. Gump Co. Wheat for grinding was bot of the J. J. Badenoch Co., who now are creditors for \$8,000. The mill is valued at \$170,000, and is covered by a mortgage for \$80,000.

After the armistice, however, Blumson's mill, operated under the name Star Cereal & Milling Co., is said to have begun losing money at the rate of 80 cents per barrel, as the government had withdrawn its guaranty of 25 cents per barrel profit, and he was subject to competition in the sale of his product.

Soon after his advent into the milling business he had learned how easy it was to raise money on Bs/L and when business became unprofitable he resorted to the forgery of Bs/L to keep afloat. Later he decided to abscond with as much as he could raise. Accordingly he had Bs/L of his own printed, and made rubber stamps imitating those of the railroad companies. He would sign any name on the Bs/L. One blunder he made was to use a railroad's less than carload stamp on a carload shipment. All of his fraudulent documents represented pretended shipments out of Chicago, many to remote points. He negotiated this paper with Chicago and Milwaukee banks.

July 21 he took train No. 19 on the Michigan Central at 10 p.m., passed a restless night and got off at Detroit, going to the Oriental Hotel. The Pullman porter says his handbag and two suitcases were heavy. For three weeks prior to leaving on July 21 he had flooded the banks with spurious Bs/L.

On Aug. 5 some creditors got suspicious and Ed Greenstone filed a petition against the company, placing it in bankruptcy. A warrant was issued for Blumson's arrest charging embezzlement of \$100,000 of the company's assets. The Central Trust & Savings Bank was appointed receiver. Accountants have been checking up his transactions for 90 days back and so far have found his frauds to exceed \$400,000. The Corn Exchange National Bank lost \$55,000, and the Second Security Bank of Milwaukee and Greenebaum Sons are among the losers.

The receiver has recently sold the stock in the mill to Fred J. Clark for \$20,375. Some of the banks are protected by insurance against forgery.

As no one has a photograph of Blumson his apprehension is difficult and there is no clew as to his destination.

CENSORSHIP of all cable messages has been abolished. There will no longer be any American or British censorship.



## Country Elevator Scales.

BY H. H. ALFREY, SCALE INSPECTOR ROCK ISLAND LINES.

Grain loaded into cars at country stations is weighed in various ways and on various types of scales including track, hopper, automatic and wagon scales.

Track scales, owing to the cost of installing and maintaining are comparatively few, however, all of the larger mills and several of the elevators are equipped with them, some companies having as many as three at one plant.

The results obtained from these track scale stations are much more satisfactory than those at other elevators, due to several reasons. First, we are giving the grain weighing track scales regular inspections and tests, every 90 days, with a test car of 80,000 pounds on a 3 ft. 10 inch wheel base. Second, the owners, as a class, depend on the railroad inspectors to keep the track scales in proper condition and seldom hesitate to follow any recommendations made. Again, at the stations where track scales are used the volume of business is sufficient to justify employment of competent elevator men and weighmasters, and this item is a very important factor in grain weighing.

All of the scales are equipped with full capacity type-registering beams which eliminates opportunity of errors due to transposition of figures or the use of hanger weights. The weight is all taken at one draft which also lessens the chance of clerical error.

All of the track scales in my territory are installed on concrete or stone foundations with steel bridges and the success we are having at these stations is largely due to this fact. Until a few years ago most of the track scale trouble at industries in particular could be attributed to either the foundation or the bridge.

The one advantage of the track scales from the weighing standpoint is the fact that the grain is actually in the car at the time it is weighed and there is no chance of it going astray after it is weighed before it is loaded or unloaded.

Altho the initial cost of a track scale sometimes seems exorbitant to an elevator owner, it is an economical investment when the cost of handling the grain is considered, for it saves stopping the grain to weigh it and in many cases enables the operator to unload, clean and put the grain away at one operation or likewise to draw from the bin, clean and load in the same manner.

**TRANSMISSION LEVERS.**—With all the advantages I have enumerated in track scales they also have their disadvantages; foremost, among which I have always considered transmission levers.

It seems to be the ambition of every elevator foreman to have the weigh beam inside the house regardless of what means are employed to get it there.

Transmission levers in a track scale, as well as any other scale, are a serious mistake. They are detrimental to track scales in particular because of their location, which is usually between the transverse extension lever and the beam or shelf lever, at a point where the multiple is much higher than is usually found in a wagon or hopper scales and errors caused by improper setting, poor alignment, dull pivots or unstable supports of these levers are multiplied accordingly. Transmission levers invariably affect the sensibility of the beam and make accurate adjustment more difficult.

The dirt and dust around elevators also give considerable trouble both in the beam notches and around the pivots and bearings in the pit from the fact that they hold the moisture and cause rust.

Formerly much track scale trouble at mills, elevators and other industries could be attributed to improper installation, infrequent testing and neglect, but since the railroads have undertaken the testing of these scales

the conditions have been materially improved.

**HOPPER SCALES.**—Where hopper scales are used in country elevators various types and peculiar installations are found. Needless to say some of these "peculiar" installations afford a lot of trouble.

The scales vary in capacity from 6,000 lbs. up to 120,000 lbs. Contrary to the general opinion and recommendations of grain scale men, I favor scales of capacity not greater than 30,000 lbs. for country elevators, and from my experience I have found that, as a class, we are obtaining better results from the smaller scales.

The only argument in favor of the scales of the smaller capacity, of course, is the lack of foundation, but this alone, it seems to me, is sufficient to confirm my statement, for in most instances hopper scale errors are due to insufficient foundation or yielding transmission lever and beam supports, and it is evident that errors due to these causes will in all probability increase with the load applied.

Scales of less than carload capacity are disadvantageous from the fact that two or more drafts are necessary to weigh a car, but this disadvantage is more than overcome by lessening the errors due to insufficient support, which can be considered as almost universal at small elevators.

Very few hopper scales have a separate foundation, but are either supported on the house studding, on top, between or inside of bins, and a few are installed on the working floor; however, very few come under the last class. The installation where the foundation is a part of the house on top of or between bins is the source of much incorrect weighing due to settling both from loading the scale and the bins. Often times uneven loading of the house has serious effect on the scale due to the uneven settling of the foundation.

Errors due to yielding or settling foundations or supports are most common with scales which are equipped with transmission levers. These levers are usually used together with a connecting rod when the scale is in the top of the house and the beam is on the first floor.

It is evident that if the scale foundation or either transmission lever supports settle under load, that the alignment of the scale is destroyed. The top transmission lever is seldom on the same support with the scale, consequently the uneven settling of either transmission lever support and the scale proper destroys their alignment with reference to each other.

As is the case with track scales, transmission levers and connecting rods affect the sensitiveness of the beam, making testing and adjusting difficult, particularly the connecting rods, due to their length, vibration and various means employed in fastening them together, such as open links and hooks. Transmission levers should not only be discouraged by the inspectors in charge of the scales but the manufacturers should co-operate in an effort to discourage this practice, for with scales installed on the top of the house and the beam on the first floor, most of the errors can be rightly attributed to the transmission levers and the connecting rod.

Full capacity beams give considerable trouble, particularly in testing and adjusting, due to dirt, variation in the notches and the multiplication of the errors due to the high multiple of the leverage. However, there are very few of these in use.

Up to date very little consideration has been given to building hopper scales with a view to testing and inspecting. Many times a scale is installed inside or over a bin or cleaner where it is difficult and sometimes impossible to use sufficient number of test weights or to apply them at the proper place and the amount of weights as well as the point of application are the two most important features of hopper scale testing. At

present we are using 5,000 pounds of test weights on scales of 30,000 pounds capacity or less and 10,000 pounds of test weights on the larger ones, making both light and loaded tests. Everyone will agree that the larger number of test weights that are used the more efficient the test, but it is often impossible in country elevator installation to use the desired amount.

Taking all these conditions, I have mentioned into consideration, I believe that the best results can be obtained at country elevators from a hopper scale of 12,000 pounds capacity, installed in the top of the house with a beam in direct connection and nothing located directly under the scale which will interfere with the application of test weights.

**AUTOMATIC SCALES.**—Owing to the demand for the rapid handling of grain and lack of space in most elevators the automatic grain scales are displacing hopper scales, especially in new houses that are being built.

At present there are several types and makes of automatic scales in use varying in capacity from 3 to 8 bushels. A 4-bushel scale handling 1,000 bushels per hour will usually handle grain as fast as most elevators can move it, and this is the size most commonly used.

Both the even arm and multiple lever type are in use, but the latter type is undesirable on account of the increased sensibility reciprocal and enlarged errors due to dull pivots and dirt. The sensibility reciprocal on an automatic scale is of much more importance than on large scales from the fact that on larger scale the operation of the beam is required but once or probably a few times, while on the automatic scale the operation of the lever is made sometimes a hundred times during the loading or unloading of a car.

Most automatic scale trouble and errors can be accounted for by the lack of proper operation by the elevator men. It is not unusual to find scales which are not touched from one inspection to another a period of six months. All of this trouble arises from lack of attention to the compensating devices, for the balance seldom varies to any greater extent on even arm scales unless the scale is very dirty or the pivots badly worn.

Automatic scale manufacturers have been working for some time on a compensating device which will automatically adjust itself to conform with variations due to different grain, different grade, different flow and other variations in the stream of grain into the scale, which has always been a source of error in automatic grain weighing; but so far the ones with which I have come in contact have not been entirely successful but are probably an improvement in many cases where the scales are neglected.

The one important cause of automatic scale variation is the large number of dumps required to load or unload a car, so that small errors soon multiply into large ones as the operations increase.

**WAGON SCALES** are not used to any great extent in arriving at shipping weights, except by track buyers who have no elevator, but they are used by all elevator men in buying the grain from the farmer, and it is upon this scale that the profit of the business depends; consequently, a larger number of wagon scales are tested than any other class.

As a class wagon scales give very good results as they are used by the grain trade. For many times the small errors do not materially affect results obtained, as it is common practice to use only the 10 pound graduations in weighing. Most wagon scale trouble is due to neglect by either allowing the pit to fill up with dirt, failure to renew the foundation before it is entirely decayed or lack of shop work on the scale at the proper time. Many of the scales are installed with either wood foundations or wood bearing timber and practically all of them are exposed to



the weather, which accounts for the short life of the foundation and pivots.

The important problem in wagon scales for grain weighing at present is the auto trucks which are coming into common use in hauling grain. Comparatively few wagon scales of the 4 and 6 ton size are heavy enough to weigh a truck load of grain, and I have seen cases where hanger weights have been made for use on full capacity beam, which facilitates the weigher in overloading the scale.

Altho wagon scales are usually designed to support their capacity on either end the position and distribution of weight on an auto truck is bound to have some effect on the scales of smaller capacities.

Weights obtained at country elevators are lacking in uniformity of methods employed and the supervision of scales and weighing for in the Southwest territory the railroads have the only organization that devotes any time or expense to the supervision of grain weighing and some of the railroads have no organized department for this purpose, therefore, it behooves us all, manufacturers, shippers, carriers and scale men, to co-operate in an endeavor to establish uniform methods and recommendations for installation and maintenance of weighing facilities at country elevators which will give the desired result.

## The Grain Center of the West 60 Years Ago.

BY FLORENCE L. CLARK.

In the good old river shipping days on the Mississippi when two or three weeks shipment to New Orleans was considered a fast shipment of grain, and about the time when "Honest Abe" Lincoln was "Wheat Director" of the country, a busy town called McGregor in Northeastern Iowa was the big shipping center of the middle-west. No one doubted that McGregor would—in time, be the largest grain shipping center in the country, for Chicago, Minneapolis and Kansas City were practically unknown at that time.

The territory west and northwest of McGregor for a distance of 100 miles taking in Northern Iowa and Southern Minnesota, was filled with settlers,—all growing wheat. The busy town of McGregor was their only market where they hauled their grain for shipment South. In the fall hundreds of wagons lined all the roads leading to McGregor and a steady stream of grain poured into the river boats and warehouses at that point. Some wagons traveled as much as four days and

often had to wait eight or ten hours before they could unload their grain.

Such was the condition in the great grain shipping center of the Mississippi valley sixty years ago. The outlook was indeed bright. But the coming of railroads changed everything for that little town. As the lines were built west of the Mississippi the grain that usually went by boat to a southern port, found a better market east, and would go right thru McGregor or around it. The life was gradually taken out of the market, and the once promising town of McGregor no longer expects to become the leading grain center of the country.

One firm has survived the slump and is still receiving grain in McGregor, and that firm is Gilchrist & Co., sixty years old.

At the time when Gilchrist & Co. was organized by W. I. Gilchrist and C. F. Bell, they made their shipments on steamboats of Diamond Jo Reynolds, at one time wheat king of the upper Mississippi, some of which are now operating on the Mississippi as excursion boats. The McHose warehouse was a big competitor in buying grain and Mrs. McHose who was a partner in the business is still living in McGregor.

Gilchrist & Co., with F. C. Bell, son of C. F. Bell, the partner in organizing the firm, is now a large line company operating 35 elevators in Iowa and Minnesota. Their business is steadily increasing and last year several new houses were built.

Rapid progress in transportation facilities struck a death blow to McGregor's ambitions to become the biggest grain handling center in the country, yet the firm of Gilchrist & Co. has stuck to the post and established a real modern grain business.

## Testing State Regulation of Grain Elevators.

A suit to test the power of the State of North Dakota to enforce the State Grain Act while the wheat business is under federal control has been filed in the U. S. District Court at Fargo.

The Embden Elevator Co. refused to take out a state license, contending that when the government took over the grain business the state lost the power to dictate how grain should be handled.

ROUMANIA HAS ANNOUNCED that she will export more than 100,000 carloads of cereals from the present harvest.

## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission carriers have made the following changes in rates:

**C. B. & Q. R. R.** in Sup. 21 to 3662-F names regulations on grain, grain products, seeds, etc., including general arrangements for stopping in transit to shell and clean, effective Aug. 8.

**Erie R. R.** in Sup. 11 to 155-D gives local, joint and proportional rates on grain, grain products and by-products in car loads from Chicago and stations on the C. & E. R. R., E. R. R., L. A. & S. R. R., P. L. & W. R. R., Y. & O. R. R. R., to eastern cities reached via E. R. R. and other fast freight lines named on p. 12 of tariff and also Atlantic seaboard ports for export. Effective Aug. 18.

**C. & E. I. R. R.** in Sup. 4 to 622-E gives local, joint and proportional rates on grain, grain products and by-products, also broom corn, green corn, corn cobs, cotton seed, cotton seed ashes, seeds and red top seed chaff, from stations on the C. & E. I. R. R., also from Cairo, Ill. (via M. & O. R. R.), Joliet, Ill. (via E. J. & E. R. R.), and Mokena Transfer, Ill. (via C. M. & G. R. R.), to points in Ill., Ind., Ia., Ky., Mich., Minn., Mo., O., Pa., and Wis., shown in tariff. Effective Sept. 10.

**A. T. & S. F. R. R. and G. C. & S. F. R. R.** in Sup. 4 to 5702-E give local, joint and proportional rates on broom corn, castor beans, pop corn, seeds, hay and straw between points in Kan., Colo., Okla., also Superior, Neb., and Joplin, Mo., and Kansas City, Mo., St. Joseph, Mo., Atchison, Leavenworth, Kan., Omaha, Lincoln, Neb., Sioux City, Ia., Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minn., and points taking same rates or Arbitrarily higher as shown on pages 30 to 63 inclusive of tariff; also distance rates between stations in Okla. and stations in Kan.; also Superior, Neb., and Joplin, Mo., effective Aug. 18.

EVIDENCE at a secret investigation of the purchase of beans for the Food Administration during the war so incensed Julius H. Barnes of New York, president of the United States Grain Corporation, that he forced two employes of the Administration to resign, the Senate and House agricultural com'te were informed.

ALL OVERSEAS SALES of Australian wheat and flour will be made by the Wheat Board alone, and the present arrangements whereby freight is secured for the board by the Commonwealth chartering agents are to remain undisturbed, according to a recent decision by the Commonwealth government announced by the chairman of the Australian Wheat Board. This decision was brought about by the demands of shipowners for higher freight rates, and that as a result of competition among the States, it had become increasingly difficult to get freight space at payable rates.

## Elevator Accounting.

The University of Minnesota, Department of Agriculture, is giving from time to time a short course in Country Grain Elevator Accounting.

Probably no other cause is so prolific of failure among business organizations in general, as mismanagement resulting from the lack of complete and efficient records and books.

The purpose of this course is to arouse keener interest in the matters pertaining to grain elevator accounting, in view of the government's stringent rulings on accurate and complete records.

A registration fee of \$5 was required for the short course of four days, the instruction being open to officers and owners of country elevators and their managers and assistants. Frank Robotka is instructor.

The Northwest should soon have more competent accountants in charge of its country elevators.



Delivering Grain to Gilchrist & Co.'s Warehouse at McGregor, Ia., in River Shipping Days.



### Waterproofing Concrete.

Concrete and mortar containing admixtures of heavy mineral residual oil are almost perfectly non-absorbent of water, and excepting in cases where high pressure is encountered, are practically impermeable to moisture. These facts, developed by the Office of Public Roads in a series of exhaustive experiments covering more than two years, should be of interest to the elevator and storage tank operator or builder who has had trouble with absorption and permeability of concrete in damp weather. Actual seepage-thru is frequently encountered in unprotected elevator boots, sinks and basements of ordinary concrete.

An interesting experiment showing the non-absorbent and non-permeable character of oil-mixed mortar is incompletely shown in the accompanying illustration. Four mortar receptacles, 8 in. in outside diameter,  $2\frac{1}{2}$  in. high, and with walls and bottom  $\frac{1}{2}$  in. in thickness, were placed in water of a depth of about two inches after they had been cured in moist air for one week. A mixture of 1 part of cement to 3 parts of sand was used. Specimen at left in the illustration, which contained no oil, showed a damp spot on the inside after it had been in the water for only one minute. Within a few days, water had passed thru its walls until it had attained a level inside with the surface surrounding the receptacle.

The remaining three vessels, which contained 5, 10 and 20% of oil, respectively, remained perfectly dry on the inside during immersion for one year. This and many other experiments of encouraging results point to the use of oil-mixed mortars and concretes as a cheap and effective solution of the problem of waterproofing for a great many types of concrete construction.

Oil-mixed concrete differs from ordinary concrete only in that oil is an ingredient additional to the customary cement, sand, gravel and water. Portland cement is by far the best cement to use, and for important work it should be tested for soundness. A very quick test may be made by kneading some of the

cement with enough water to form a paste of such consistency that it may be molded in the form of a ball without crumbling. This ball, which should be about  $1\frac{1}{4}$  in. in diameter, should be allowed to harden under a moist cloth for 24 hours, after which it should be placed in a pan of cold water, and the water heated to the boiling point. If the cement ball shows no signs of cracking after boiling for three hours, and is not softened or disintegrated in any way, the indications are strongly in favor of the fitness of the sample.

THE OIL used should have the following specifications: It shall be a fluid petroleum product, containing no fatty or vegetable oils; it shall have a specific gravity of not more than 0.945 at 25° C.; a flash point of not less than 150° C. by the closed-up method; and when 240 cc. of the oil is heated in an Englar viscosimeter to 50° C., and maintained at that temperature for at least three minutes, the first 100 cc. which flows out shall show a specific viscosity of not less than 15 nor more than 30; when one part of the oil is shaken up with 2 parts of n/100 caustic soda, there shall be no emulsification, and upon allowing the mixture to remain quiet the two components shall rapidly separate into distinct layers.

For most purposes where damp-proofing is required 5% of oil-based on the weight of cement in the mixture is all that is necessary. A bag of cement weighs 94 lbs., so for each bag of cement, 4.7 lbs., or about  $2\frac{1}{2}$  quarts of oil are required.

Let it be supposed that a batch of concrete requiring 2 bags of cement is to be mixed in the proportions of 1 part of cement to 2 parts of sand to 4 parts of broken stone or gravel, together with 5% of oil. Four cu. ft. of sand is first measured out in a bottomless box 12 in. deep and 2 ft. on each side. On top of the sand is spread the cement and these two materials are mixed until they are of uniform color. Water is added, with mixing, until the mass becomes a mortar of mushy consistency. Five quarts of oil is then measured out and added to the mortar, and the mass turned until there is no trace of oil visible on the

surface of the mortar. Particular care should be taken here that the oil is thoroly mixed. The time for mixing should be about double that taken when no oil is used. The oil-mixed mortar is then combined with the previously-moistened stone or gravel, and the mass again turned until it is uniform thruout. When a batch machine mixer is used, the exact sequence of procedure should be determined by experiment, since different makes of mixers require slight difference in handling to produce the best results. A continuous mixer should not be used for oil work, as with this type of machine the time of mixing can not be increased sufficiently to insure a uniform distribution of the oil.

THE FOLLOWING points are included in the summary of conclusions of the investigators:

The tensile strength of 1:3 oil-mixed mortar is very little different from that of plain mortar, and shows a substantial gain of strength at 28 days and at 6 months over that in 7 days.

The times of initial and final set are delayed by the addition of the oil; 5% of oil increases the time of initial set 50% and the time of final set by 47%.

The crushing strength suffers by the addition of oil, from 25% at initial set to 0.0% at the end of the first year.

Cement mortar containing 10% of oil is practically water proof under pressures as high as 40 lbs. per sq. in., and is very effective as a waterproofing agent when plastered on either side of a concrete wall, unless a high pressure is to be met with.

A public patent has been granted for mixing oil with Portland cement concrete and hydraulic cements giving an alkaline reaction, and therefore anyone is at liberty to use this process without the payment of royalties.

A GLASS OF WHEAT, prosaic and matter-of-fact, was used instead of the classical bottle of wine in the christening of an elevator at Rumpler, Ill.



Porous Plain and Oil-Mixed Impervious Concrete Bowls in Water.



## Senator Pomerene on the "Plumb" Plan.

Railroad Employees Union No. 51 of the Hocking Valley Federation System recently addressed Senator Atlee Pomerene of Ohio in support of the Plumb plan; and as the petitioners were among his own constituents the Senator, who has been a leader in railroad legislation, read their appeal carefully and considered the plan in such detail that they must be well satisfied, altho his critical analysis completely demolishes the Plumb theory. In part the Senator said:

If the Plumb plan is sound economically and is for the interests of "the masses," why do you not suggest that similar legislation be adopted whereby all public utilities, including water works, electric light plants, gas and heating plants, be purchased and turned over to their employees and operatives, respectively?

If it is sound and in the interest of the masses, why do you not suggest that all the coal mines, iron and copper mines, be purchased by the Government and turned over to the operatives in the same way?

Why do you not suggest that all the manufacturing and industrial plants of the country be purchased with Government funds or by the issuance of Government bonds and turned over to their operatives in the same way?

Why do you not advise that all the stores be purchased and turned over to their operatives in the same way?

Why do you not recommend that all the banks of the country be acquired by the Government and turned over to their operatives?

Why do you not ask, in the interest of "the masses," that the Government purchase all the farms of the country and turn them over to the employees on the farms?

And, lastly, may I suggest that if one man should happen to own two houses, one of which he rents, why do you not ask that the second house shall be bought by the Government and turned over to the renter?

Where is this going to end?  
My friends, permit me to say the Plumb plan has nothing akin to it outside Bolshevik Russia. It is worse than socialism.

Socialism contemplates the public ownership of property to be controlled and operated by the public for the public. The Plumb plan contemplates the public ownership of the railroads for a class. As already stated, they are to be taken over by purchase or condemnation and paid for with the cash or bonds of the whole people, and then turned over to the national railway operating corporation, whose board of directors shall consist of fifteen men, ten of whom shall be railroad classified and official employees. As neither class of these employees will have any stock, their interests will be one and the same as against the public. In other words, \$20,000,000,000 worth of property bought by money belonging to 110,000,000 people to be turned over to 2,000,000 railroad men, representing, perhaps, including their families, 10,000,000. Does this seem to be for the benefit of "the masses"?

And let me say a word concerning Government control of railroads from a financial standpoint.

You will remember that the increases in wages during the year 1918 were made retroactive dating from Jan. 1, 1918.

Freight rates were advanced 25 per cent and passenger rates much more, the increase to take effect as of July 1, 1918. Director General McAdoo, in his testimony before the Committee on Interstate Commerce, said to us that if the increase in rates had been for the entire year there would have been a "substantial surplus for the year of at least \$100,000,000 to the Government." And he added, "For the year 1919, with all wage increases granted in 1918 operating for the entire twelve months, and upon the assumption that the traffic for 1919 is substantially the same as in 1918 and that the cost of fuel and supply remain the same, it is estimated that there should be a surplus to the Government over and above the standard return of approximately \$100,000,000."

As I now recall, Director General Hines gave substantially the same assurances early in January of this year.

But what was the result? Senator Cummins, chairman of the Interstate Commerce Committee, speaking in the Senate on Aug. 5, said, "We lost \$240,000,000 last year, and we lost in the first four or five months of this year, 1919, \$260,000,000, and we are now losing at the rate of \$29,000,000 a month."

Do you really believe that under the Plumb plan you can turn this deficit under Government control either into a surplus for the account of the Government or the public or into better service for the country?

I do not believe it can be done except by one increase after another in transportation rates.

Permit me to make another suggestion: Since Government control was begun the wages to the employees have been increased about \$1,000,000,000. The director general, on July 31, 1919, informed the President that additional increases

were demanded, which would aggregate, if granted, about \$800,000,000 more per year.

And let me suggest that the people at large have not expressed any desire for this plan, but members of your brotherhoods—I do not mean the chiefs—have been in Washington making threats as to what would happen unless this legislation is enacted. As one Senator I shall always be open to conviction, but I never yet have yielded to a threat, and I never will.

Of course, I know that you do not approve these methods. Law-abiding citizens, real Americans, never do approve them. It is only men of the Bolshevik type of mind that ever resort to them.

The Plumb plan is the most vicious piece of legislation that has been presented to Congress since I have been in the Senate. I would feel that I was contributing to the ruin, not only of the transportation system of the country, but to its financial and industrial breakdown if I voted for it. It would lead not only to the ruin of the whole people but to the ruin of every railroad man as well.

## V. L. Nigh Chief at Fort Worth.

V. L. Nigh, now chief grain inspector at Fort Worth, Tex., has had a broad experience since breaking into the grain trade as a helper in the State inspector's office at Chicago in 1892. Here Mr. Nigh was made an inspector two years later. After leaving the inspection force, he engaged in the sampling business for about three years. Leaving Chicago then, Mr. Nigh became manager of the I. C. elevator of Carrington, Hannah & Co., at Cairo, Ill.

Mr. Nigh next became chief operator at Cleveland, resigning after four years' service in that capacity to become general superintendent of the terminal elevators of the Cleveland Grain Co., a position which he held for twelve years. Resigning this position, he served for some time as federal grain supervisor at Baltimore. Leaving here, Mr. Nigh went to South America, from which country he only recently returned to take charge of the grain inspection department at Fort Worth. A portrait of Mr. Nigh is reproduced herewith.



V. L. Nigh, Chief Grain Inspector at Fort Worth, Tex.

## National Chamber Plan of Railroad Operation.

The Railroad Com'te of the national Chamber of Commerce has submitted its plan to the House Com'te, at the same time attacking the program advocated by the railroad brotherhoods. George A. Post, of New York, chairman of the Chamber's Railroad Com'te, said that at the time the referendum vote was taken by the business men of the country, there was no doubt in the minds of the Com'te that government ownership and operation was not the issue pressing for attention upon the present Congress.

Mr. Post urged the return of the railroads to corporate control as soon as remedial legislation can be enacted. The plan that he offered for the future provides that permission be granted for the railroads to consolidate, in the public interest, with prior approval of government authority, in a limited number of strong competing systems, so located that each of the principal traffic centers of the country shall, if possible, be served by more than one system, the proposed grouping to be about the present large systems, and not by territorial subdivisions of the country. Federal regulation of capital expenditures and securities of railroads engaged in interstate commerce is favored, as is federal regulation of intrastate rates affecting interstate commerce.

The National Chamber plan, Mr. Post explained, calls for the enactment of a statutory rule providing that railroad rates and fares authorized by the Interstate Commerce Commission shall be designed to yield the railroads, in each of the traffic sections which shall be designated by the Commission, aggregate revenues which shall provide (after allotment has been made for renewals and depreciation) such net returns upon a fair value (determined by public authority) of the property devoted to the public use as will be sufficient to enable the carriers to obtain at reasonable cost the capital required to furnish the public with adequate facilities and efficient and economical service.

## Don'ts—For Moisture Testers.

BY J. A. HALLAM.

Don't place the flask in the compartment until you have immersed the bulb of the thermometer in the oil to the proper depth, see that it is right.

Don't use a thermometer when any part of the mercury fails to drop back after being raised by heat.

Don't neglect the asbestos screens under the flasks. Keep all the same distance from the bottom of the flasks, thus being able to turn the same sized flame on each. If the screen buckles up or down, straighten it or replace it.

If electrical burner is used, don't forget to remove your heater before disconnecting or cutting off current.

Don't forget to turn on the water thru the condensing vat while running a moisture test. It makes a difference.

Don't break your thermometer and flasks; this, in most cases is avoidable. Handle them carefully and watch your heat, these accessories are high priced.

Don't allow the neck of the flask to bind against the sides of the hole in the lid, or the condenser neck against the opening thru which it passes. If this is not watched the flask is prevented from setting firm on the asbestos ring at bottom, which allows the heat to enter the compartment above and around the flask. This will cause the heat to become too great and force the mercury up before time.

HARVESTS in Germany are not fulfilling expectations of May and June. Unseasonable weather threatens to spoil or badly damage the crops, and the labor problem has seriously interfered with the care of the crops.



## Whose Wheat?

BY CAL.

On Tuesday evening, August twelfth, I was a passenger on Santa Fe train No. 1, westbound out of Hutchinson, Kan. As the train pulled away from the station at that point I sat at a window and glanced at cars on nearby sidings and at the ground occupied by the side tracks in the freight yards. It would be difficult to assign a reason for this show of interest in such commonplace things as freight cars and side tracks, but in this particular case the observation was instructive and valuable as well as interesting.

Several side tracks, at the time, were practically empty of cars, but there were signs that indicated cars had recently been moved over these tracks. And it did not require a Sherlock Holmes to deduce the fact that some of those cars had contained wheat; in fact, some of the wheat had remained on the tracks.

These two side tracks were literally spattered with wheat. The golden kernels stretched from rail to rail, and on the outside of each rail a distance approximately equal to the overhang of the ordinary box car.

In places there were small piles of wheat, indicating where defective cars had stood a while. At points where switch frogs provided a cross over from track to track the earth was painted a brilliant yellow so that it stood out from its surroundings in striking contrast to the cinder covered roadbed.

Just before the train left the main yards we passed two men, or a man and a boy, with a sack and a broom. I cannot say what they had been doing, they were doing nothing but gaze at the passing train when I saw them, but the sack which rested on the ground beside them was partly filled with some substance. It is to be suspected that they had been sweeping the earth. And as some grains of wheat still remained it is to be suspected that they had been sweeping wheat into piles preparatory to putting it into the sack.

The train sped on, and by and by it came to the town of Partridge. Here, also, there is a side track. And here, also, the side track was plentifully strewn with wheat. A freight train started off the siding as the passenger cleared the switch marking the meeting point of the two lines, and for a time it was not possible for the observer to see much because the cars of the freight train obscured the view. When the freight train had been passed it was seen that this scattered wheat stood out more boldly even than did that in the Hutchinson yards. The reason for this lay in the fact that here, along the side of the track opposite the main line, there was a veritable trail of wheat. A car had leaked badly at its side, and as it had been moved it left a continuous pile of wheat.

For some time after the train left Partridge I could see this trail of wheat, but after a time it became impossible to make out the grains among the stones of the roadbed's ballast.

Of myself I asked the question: "Whose wheat? Will the owner recover its value?"

No one can furnish the answer to this question, of course. We all know that it is foolish now to attempt to establish the identity of the owner of the wheat which I saw, and of the thousands of bushels of grain that can be seen by any one who passes along our railway lines if one will but take the trouble to watch for it. Many times it is so much in evidence that it is more difficult to escape noticing than to see it.

Here is wanton, inexcusable waste. The railroads are to blame when they furnish defective equipment for grain loading; the shippers are to blame for loading this defective equipment or for failure to cooper properly the few good cars that are furnished; and the train crews are to blame whenever, thru their carelessness or because of an unavoid-

able accident a car is made to leak and is not immediately repaired.

But the mere placing of blame will not replace the grain that is lost nor make good the economic loss to the world thru the destruction of one of its most valuable products.

Present unsettled conditions are due largely to the inability of the world to produce enough for its needs. To produce a thing and then to destroy it is worse than never to have produced it in the first place. By close application we can produce more, but we cannot produce enough to excuse the careless waste of the smallest portion.

## Rations Affect Strength of Young.

In a recent report from the Iowa Experiment Station we find some interesting data upon the feeding of brood sows, especially as to the effects of the feed upon the young. The following extracts from this report should be useful arguments for those who are selling special mixed feeds:

We have also found in our feeding tests that the ration fed the pregnant ewe, or pregnant cow, or the pregnant sow has been instrumental in affecting, in a large measure, the strength of the new-born. A reference to some work along this line is of interest. Young gilts farrowing their first litter, and fed during the gestation period on ear corn only, produced pigs weighing 1.74 pounds, 68 per cent of which were strong at birth. Where one pound of meat meal tankage was added, with 30 pounds of ear corn, the pigs weighed 2.01 pounds, being much heavier and 92 per cent were strong. The addition of meat meal tankage increased the size as well as the strength. Where 4 pounds of meat meal tankage was fed with 30 pounds of ear corn they weighed still more, 2.23 pounds, and were 93 per cent strong. Where we fed clover hay in conjunction with ear corn, they weighed 2.21 pounds and were 94 per cent strong. Where alfalfa was allowed in conjunction with ear corn the pigs were heaviest of all, 2.29 pounds, and 89 per cent were strong.

We have found that the coats of the new-born pigs are affected by the rations fed the mother sow. Where corn alone was fed, 53 per cent of the pigs had heavy coats; where meat meal tankage was fed the pigs showed 82 per cent heavy coats, and where oil meal was fed, 88 per cent heavy coats. Oil meal is a splendid coat producer. The Wisconsin results of Hart and Steenbock show how iodide feeding under certain conditions improves the coat. Oil meal allowed as a supplement to corn is not so efficient as tankage, this is because it does not carry the deficiency factors of corn in sufficient degree. Milk and alfalfa play a very efficient part in balancing up the ordinary grain rations of pregnant animals.

## Scoop Shovelers' Licenses.

D. F. Piazzek, vice-pres. of the U. S. Grain Corporation, has received the following telegram from Washington: "Following information to all vice-presidents: Pursuant advice given U. S. Wheat Director, by his general counsel, scoop shovelers are entitled to license even in communities where adequate facilities for handling grain already exist, provided such shoveler is otherwise unobjectionable."

At several grain dealers' meetings earlier in the year Mr. Piazzek had expressed the belief that where there was no deficiency of elevator and storage facilities, and where the operators showed a disposition to treat the consumer fairly, no license should be issued to a transient scoop shoveler to do business at that place.

THE BREAD CARD IN SWITZERLAND will be abolished Sept. 1 on account of the improved supply of foodstuffs; cards for the distribution of fats disappeared two months ago, but cheese and milk are still being sold under that system, according to a cable from Berne.

## Feedstuffs

SIoux CITY, IA.—The Alfalfa & Cereal Milling Co. of this city is making plans to build a large alfalfa mill.

ATHENS, GA.—James F. Shehane, A. W. Wier and F. L. Parr are organizing a feed and grain corporation, with \$25,000 capital stock.

THE HALES & EDWARDS Co., Chicago, Ill., is establishing a distributing point for its products at Oswego, N. Y. W. Brown will be in charge.

FEED RECEIPTS at New York City for the month of July amounted to 445 tons of bran; shipments for the same time were 3,416,400 lbs. of bran.

ROCHESTER, N. Y.—Three buildings belonging to the James Van As Co. burned Aug. 17, destroying a small amount of hay, straw and feed. The loss was \$15,000.

THE DENVER ALFALFA MILLING & PRODUCTS Co., of Lamar, Colo., is opening an office in Kansas City, to be in charge of W. B. Woodcock formerly of Fayetteville, Ark.

NORTH BROS., of Kansas City, Mo., expect to have their new alfalfa meal mill in operation before the last of Aug. Delay in the arrival of the machinery has interfered with their original plans.

DENVER, COLO.—George Lopez, of the Great Western Alfalfa Milling Co., is building a thoroughly up-to-date concrete mill here. He announces that he will restrict his sales to the Rocky Mountain region.

W. R. KUEHN, formerly in the mixed feed dept. of the Albert Dickinson Co., of Minneapolis, is now associated with F. L. Lyons, to engage in general feed brokerage and jobbing. The new company expects to operate a warehouse soon.

ROSSFORD, O.—Ground has been broken for the \$500,000 plant of the Larowe Milling Co. which will manufacture stock feed from sugar beet pulp and cereals. The main offices of the company are in Detroit. H. A. Cowdman is the Toledo mgr.

TWIN FALLS, IDA.—The Kimberly Milling Co. is planning the erection of a 100-ton capacity feed mill at a cost of \$2,700. Alfalfa will be the basis of the manufactured feeds, with the by-products of the flour mill furnishing the other elements of the balanced rations for live stock.

THE FEEDSTUFFS CASE has been appealed to the Supreme Court of Ohio by the Executive Com'te of the Ohio Millers State Ass'n. The cost of this appeal is to be paid out of the Ass'n treasury, instead of by taxing the individual members for the expense. Members will be governed accordingly when asked to pay license fee by the State Foodstuffs Dept.

DAVENPORT, IA.—The American Hominy Co. has taken over the Purity Oats Co. here. Extensive improvements are being made. A new cleaning house is being built two stories are being added to the west building, the capacity is being increased to 1,000 bbls. daily. Two stories more on the feed mill have increased its capacity by one-third.—A. J. Weber, Purity Oats Co.

NEW MEMBERS of the American Feed Manufacturers' Ass'n are The Brooks Co., Ft. Scott, Kan.; Doherty & Johnson, Shreveport, La.; J. T. Gibbons, New Orleans, La.; A. E. Gutteridge & Co., Chicago, Ill.; The H-Q Hay & Grain Co., Wichita, Kan.; National Brokerage Co., Memphis, Tenn.; Osceola Mill & Elevator Co., Minneapolis, Minn.; Picker & Beardsley Commission Co., St. Louis, Mo.; Seaboard Feed & Produce Co., Henderson, N. C.; Standard By-Products Co., Louisville, Ky.; The United States Chemical Co., Greenville, O.; J. S. Waterman & Co., New Orleans, La.



MAX F. COHN, for several years with Chapin & Co., recently returned from military service in France, has formed a new company, the Sunset Feed & Grain Corporation, with a capital stock of \$10,000. The offices of the firm will be in the Chamber of Commerce at Buffalo, N. Y. Mr. Cohn has had a long experience in the business, having been with the former Oneonta Milling Co., the Tioga Mill & Elevator Co., of Waverly, N. Y., and several other large concerns.

A BILL providing for the application of the decimal weight system to flour, meals, corn products for human food, and commercial feeding stuffs, has been introduced in Congress by Hon. Albert H. Vestal, Chairman of House Committee on Coinage, Weights and Measures. This bill is the same as that endorsed by the Millers National Federation and published as part of Report of Committee on Legislation and Export Trade, in the proceedings of the annual meeting of the Federation in April, 1919.

THE MUTUAL MILLERS & FEED DEALERS ASS'N, at Jamestown, N. Y., July 17 and 18, elected: Pres., L. L. Warner, Niobe, N. Y.; vice-pres., J. H. Gray, Springville, N. Y.; sec'y-treas., R. B. Mulkie. The executive committee consists of A. B. Archer, Conewango; M. L. Waldorf, Olean; H. R. Wilbur, Jamestown. The following new members were elected: W. J. Wheelock, Le Roy Grain & Cereal Co., Le Roy, N. Y.; Erie Milling & Supply Co., Erie, Pa.; C. W. Williams, Andover, N. Y.; George H. Burnett Java Village, N. Y.; Wassink Milling Co., Clymer, N. Y.; Blaine Mackey Lee Co., North East, Pa.; Wellington Flour Mills Co., Wellington, O.

#### Ohio Feedstuffs Law Valid.

The Ohio "Feedstuffs" Law of April 25, 1914, has been held constitutional and valid by the Court of Appeals of Franklin County, Ohio. The Act provides for a license fee of \$25 per brand, and makes the sale of feedstuffs without license unlawful.

The controversy began just four years ago, when the Law was attacked on the grounds that the fee demanded was unjust and oppressive. The plaintiffs claimed that the number of dealers in the state would require 14,600 licenses, raising an annual fund of about \$292,000, whereas the expense of operating the department was only about \$10,000 a year. Many witnesses testified as to the number of firms manufacturing and selling in Ohio such feedstuffs. Their testimony indicated something over 14,600 licenses required. The acting Chief of the Bureau of Feeds and Fertilizers testified that in 1914 there were 749 such licenses issued, in 1915, 337, in 1916 only 15 licenses were bought, 391 persons or firms registering during the pending of the injunction. In 1917 there were 19 licenses and 704 registrations.

The court held that the statute did not operate as a tax or revenue measure at present, and to conclude that the aggregate fees would be much greater than the expenses of operating and maintaining the department would be premature.

The petition was dismissed at cost of the plaintiffs, in affirmation of the decision of the Common Pleas Court.

#### Permits Required for Reconsigned Grain.

Grain that is included in permit regulations when reconsigned from destination originally named to a primary market will require an individual permit from the primary market to which reconsigned. This will include:

1. Cars shipped from one country station to another country station and reconsigned thence to a primary market.
2. Cars shipped from a country station to a primary market on road or blanket permit basis, and before reaching that market reconsigned to a different primary market.
3. Cars shipped to a primary market and afterward reconsigned to another primary market.

#### Grain Elevator at Johnson City, Tenn.

Reinforced concrete as a reliable material of construction appeals strongly to millers who desire their wheat to keep in prime condition for grinding. The fireproof quality and low cost of maintenance incident to this material is as well appreciated by the miller as the grain dealer.

An example of up-to-date construction of mill storage is presented in the engraving herewith, showing the 150,000-bu. annex of the Model Mills Co., at Johnson City, Tenn., supplementing that company's original 45,000 bu. capacity.

The addition comprises a series of circular bins 12 ft. in diameter, 5 interspace bins and 2 outside pocket bins to a height of 92 ft.; 2 bins and 8 interspace and pocket bins to a height of 50 ft. A monitor extends the entire length of the old and new storage. Besides this storage addition 6 tempering bins were constructed between the mill building and storage annex, supported above driveway by concrete beams. These bins are 6 ft., 1 inch, by 7 ft. 6 ins. and 50 ft. high, with a capacity of 5,200 bus., fed and drawn off by screw conveyors from and to mill.

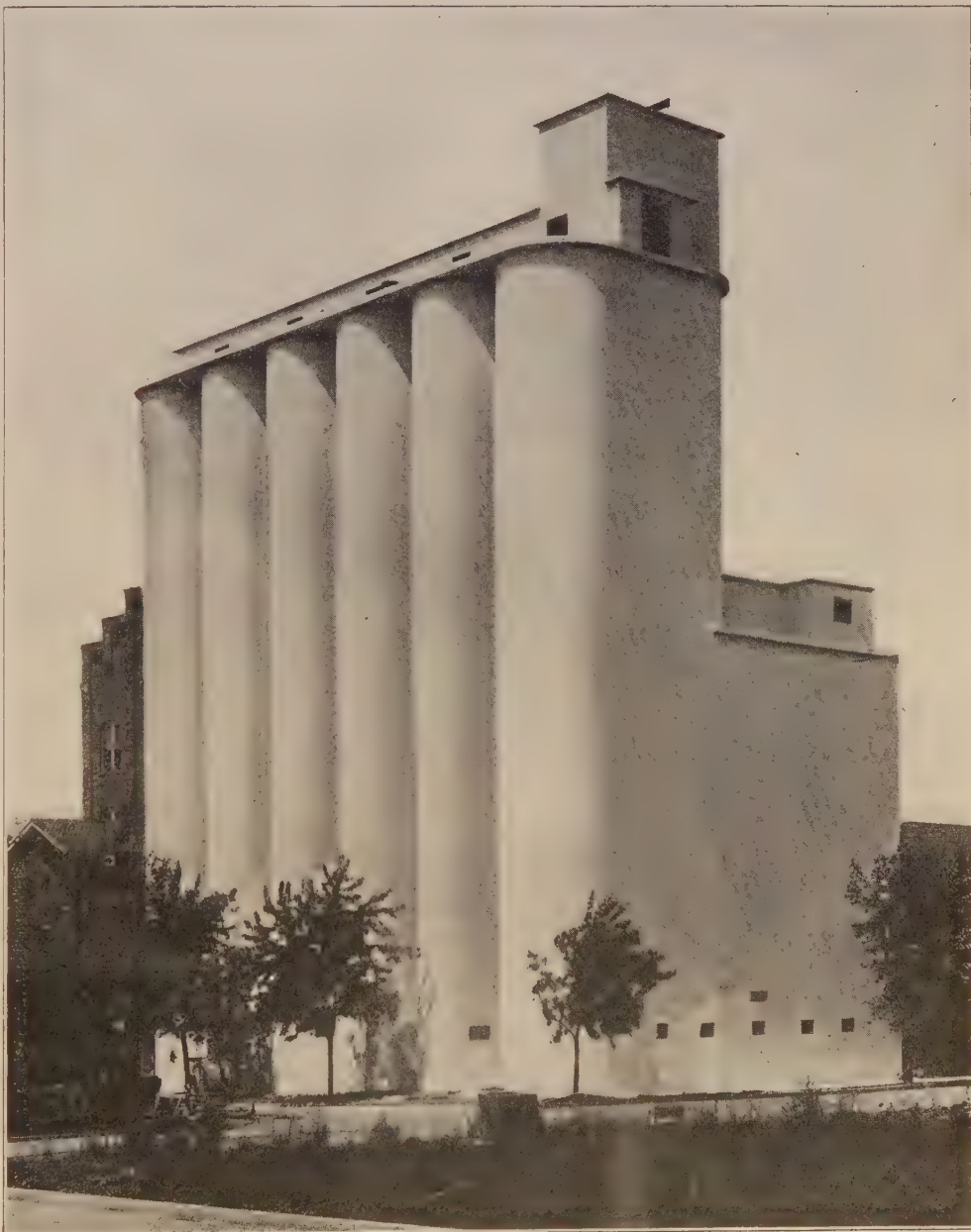
The new machinery installed in the addition consists of one elevator leg; one 20-inch belt conveyor under bins in basement; one 20-inch belt conveyor connecting this belt

to the main belt, leading to mill; one 18-inch belt over present storage and one 20-inch belt over new storage annex. All machinery is electrically driven. The machinery was furnished by the Skillin & Richards Mfg. Co., and the sheet metal work by the B. S. Constant Mfg. Co.

Grain is handled in the new plant by unloading into a track hopper at mill building. From this hopper it is elevated to top of mill building, thence to mill, if needed, or by spout to a belt conveyor over the lower storage tanks. This belt discharges to any of the lower storage bins or to a spout discharging to an elevator leg, which carries the grain to the belt in the monitor over high storage tanks, where it is discharged to the desired bins. The grain is drawn from bins in basement to a belt discharging upon a cross belt, thence to main belt running to mill, preparatory to being made into flour.

The engineering, construction and installation of all machinery was done by the MacDonald Engineering Co.

H. R. 7122, pending, calls for tariff on wheat 10 cents per bushel and 45 cents per barrel on flour, seminola and other wheat products. On potatoes and potatoes dried, desiccated and otherwise prepared, 25 per centum ad valorem.



Elevator of Model Mill Co., Johnson City, Tenn



# Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

## ARKANSAS

Prairie Grove, Ark.—Eugene E. Thomas is our mgr. This is our first season in the elvtr. business.—Washington County Milling Co.

Rogers, Ark.—I am out of the Washington County Mill Co., at Prairie Grove, Ark., and have organized the Ozark Milling Co. here. We have a 100-bbl. mill and will do a general milling, flour and feed business, wholesale and retail. W. J. Rogers is pres. and D. E. Rogers is vice-pres.—C. R. Latta, sec'y and treas.

## CALIFORNIA

Imperial, Cal.—Grain dealers have organized and will operate under the name Imperial Valley Seed & Grain Dealers Ass'n.

## CANADA

Montreal, Que.—Joseph Laplante, grain and hay dealer has registered.—B.

Leduc, Alta.—The Quaker Oats Co. is building an elvtr. of 65,000 bus. capacity.

Radisson, Sask.—The co-operative elvtr. has been burned. A new building is under way.

Edmonton, Alta.—The Quaker Oats Co. is building a 65,000-bu. elvtr. on the site of the old one.

Winnipeg, Man.—John E. Botterell has been elected pres., and N. L. Leach, vice-pres. of the Grain Exchange.

Duck Lake, Man.—The North Star Elvtr. Co. is contemplating the erection of an elvtr. to replace one destroyed by fire.

Kingston, Ont.—The Montreal Transportation Co. intends reopening its elvtr. on account of the destruction of the house at Port Colborne.

Sackville, N. B.—Clarence E. Dickson, a young grain merchant, while spending a weekend with his bride of a week at St. Anne de Bellevue, Que., was drowned while bathing.—B.

## COLORADO

Arriba, Colo.—The Farmers Equity has bot out Stinson & Co.

Arriba, Colo.—Dan Mosher is conducting the grain business of Mosher & Co.

East Lake, Colo.—East Lake Farmers Co-operative Co. is now operating an elvtr.

## IDAHO

Pocatello, Ida.—N. R. Kehoe of Omaha has been appointed grain sampler for the Utah-Idaho Grain Exchange.

Jerome, Ida.—E. A. Vogeler of Salt Lake City has moved with his family to this place and will be employed by the Jerome Milling & Elvtr. Co.

Pocatello, Ida.—The Pocatello Mill & Elvtr. Co. is erecting an 800-bbl. flour mill with a storage capacity of 200,000 bus. Burrell Engineering & Construction Co. has the contract.

## ILLINOIS

Milford, Ill.—W. W. Evans is no longer in business here.

Rapatee, Ill.—A farmers elvtr. company is being organized here.

Fisher, Ill.—M. H. Allen is mgr. of the Fisher Farmers Grain & Coal Co.

Wenona, Ill.—L. A. Lecknor, of Earlville, has bot W. H. Tally's elvtr.

Hanna City, Ill.—The Hanna City Elvtr. Ass'n's elvtr. is nearing completion.

Zearing, Ill.—Tod Walsh succeeds Thos. Manning as mgr. of the Farmers Elvtr.

Divernon, Ill.—Noah Twist has installed a new 10-ton truck Fairbanks Scale in his elvtr.

Muncie, Ill.—The new banking company of Fithian has bot B. B. Minor's elvtr. here.

Tampico, Ill.—The Tampico Farmers Elvtr. Co. is considering the erection of a new elvtr.

Oswego, Ill.—F. J. Lindsey, of Grand Ridge, is the new mgr. of the Oswego Farmers Grain Co.

Ulrich (Lovington p. o.), Ill.—The Farmers Grain & Produce Co. will erect a 25,000-bu. elvtr.

Eylar, Ill.—Illinois Farmers Co-operative Ass'n has increased its capital stock from \$75,000 to \$250,000.

Springfield, Ill.—J. C. Shaffer & Co., of Chicago, have opened offices here, with P. E. Kries in charge.

Bloomington, Ill.—J. C. Shaffer & Co., of Chicago, have opened an office here in charge of J. L. Meara.

Bloomington, Ill.—I am the traveling representative in Illinois of W. H. Perrine & Co.—A. R. Tunks.

Carle Spring (Heyworth p. o.), Ill.—G. W. Arnolds & Son are beginning the erection of an elvtr. here.

Metamora, Ill.—A bolt of lightning struck J. R. Wagner's elvtr., split a heavy timber, but started no fire.

Rochelle, Ill.—S. J. Kennedy is in charge of an office opened here recently by J. C. Shaffer & Co., of Chicago.

Hoopeston, Ill.—J. M. Foglesong is mgr. of the offices opened here recently by J. C. Shaffer & Co., of Chicago.

El Paso, Ill.—Omar North, pres. of the Farmers Elvtr. Co., is acting as mgr. until a mgr. can be secured.

Cairo, Ill.—The Delta Elvtr. of the Magee Lynch Grain Co. has been repaired and is now reopened for business.

Yorkville, Ill.—F. E. Barkley, former mgr. the Farmers Elvtr. at Kentland, is now mgr. for the company's elvtr. here.

Melvin, Ill.—Henry G. Arends has been appointed trustee of Inkster Bros., bankrupts, and will continue the business.

Seovel (Saunemin p. o.), Ill.—Glen Damerell has succeeded Lyle Kennedy as mgr. of The Saunemin Elvtr. Co.'s elvtr.

Ransom, Ill.—J. G. Fitzer, who has been mgr. of the Oswego Farmers Grain Co., at Oswego, Ill., is the mgr. of the elvtr. here.

Homer, Ill.—W. H. Allen, who moved here from Royal as mgr. The Farmers Grain & Coal Co., has again removed to Fisher.

Heyworth, Ill.—The elvtr. of the Harrison-Ward Grain Co. burned Aug. 6. Loss, \$25,000. The house contained 19,000 bus. of grain.

Deer Creek, Ill.—E. T. Marshall is mgr. of the Farmers Grain, Live Stock & Coal Ass'n's elvtr. which they recently bot from Ellis & Wagner.

Astoria, Ill.—We are figuring on installing a grinder, sheller, corn meal bolter, and the necessary spouting to go with this outfit.—Astoria Grain Co.

Okawville, Ill.—Farmers Elvtr. Co. incorporated; capital stock, \$40,000; incorporators: William Crewe, Otto Hascheider, H. H. Brockmier, Fred Brannier and Julius Goings.

Emden, Ill.—I have bot the elvtr. formerly owned by J. H. Hildebrands. Lewis & McClelland of Springfield owned it a short time and I bot it from them.—Chas. A. Miller.

Green River, Ill.—Farmers Co-operative Grain Co. incorporated; capital stock, \$5,000; incorporators: Emil Holke, George Hopkey, Julius Grymonprez, Charles Betcher, John D. Mahlstadt.

Jacksonville, Ill.—The elvtr. of the F. J. Blackburn Grain Co. burst Aug. 15 and spilled about 8,000 bus. of wheat, which had been stored in a corn bin because of the crowding due to car shortage. The grain was promptly covered and little was lost.

Middle Grove, Ill.—H. Payne is the new manager of the lumber and grain business which he and W. L. and Elmer Jackson recently purchased from Wm. Courtney. Possession will be given Sept. 1.

Dieterich, Ill.—I will take charge of the grain and feed business which has been operated by J. M. Schultz and conduct it under the name of P. M. Wendt & Co.—P. M. Wendt, formerly mgr. Wendt Elvtr.

Mendota, Ill.—A company of farmers have purchased the Fitchmore elvtr., which has been leased by Mr. Moore for the past few years. The company is composed of Jas. Boyland, Wm. Buckhart, Mr. Lamps, Jas. Walsh and John Kliebel, who has been mgr. for Mr. Moore.

## CHICAGO NOTES.

R. E. Cutten, J. S. Sproules, B. Joseph and W. B. Lewis have been elected to membership in the Board of Trade.

Rang & Schreiner is the title of a new firm of grain merchants, composed of L. A. Rang and J. J. Schreiner, with offices in the Webster Bldg.

Harry Lamb, an employee at the Minnesota Elvtr. of the Armour Grain Co., was suffocated Aug. 8 when a grain chute was accidentally opened.

The amendments to the rule, XIV, of the Board of Trade, increasing the brokerage as stated in this column July 25, have been adopted by a vote of 309 to 22.

A Board of Trade membership sold at \$9,050 net. Victor E. Herter, H. D. Gibbons, and J. S. Reddy have applied for membership. M. De Golyer has posted his membership for transfer.

Mrs. Nora Smith Mauff, mother of John R. Mauff, sec'y of the Board of Trade, died of pneumonia Aug. 21. She has resided at Evanston for the past 12 years. Funeral services were held Saturday.

The directors of the Board of Trade have ordered posted for ballot an amendment to the rules requiring firms to give the sec'y full information regarding the personnel of a partnership doing business on the Board as members.

Chas. F. Lias, who had been engaged by the new Board of Trade at Des Moines, Ia., to head its grain inspection department, was offered superior inducements to remain with the Board of Trade Sampling and Seed Inspection Dept., and reconsidered his acceptance. Another Chicago graduate of Mr. Ulrich's office has accepted the position at Des Moines.

## INDIANA

Evansville, Ind.—A. Waller & Co. of Henderson, Ky., have bot the Union Elvtr. here.

Syracuse, Ind.—The Syracuse Elvtr. Co. has filed preliminary certificate of dissolution.

Cromwell, Ind.—The Cromwell Elvtr. Co. has filed preliminary certificate of dissolution.

Aurora, Ind.—Everett McClure has bot the hay and grain business of Charles W. Curtis.

Connersville (Fayette p. o.), Ind.—Miles Bradbury is now employed by the Fayette Grain Co.

Lebanon, Ind.—Wm. Means, of Linton, is to take charge of the Boone Grain & Supply Co.'s elvtr.

Union City, Ind.—The Union City Elvtr. Co. has bot the Farmers Grain & Milling Co. property.

Bluffton, Ind.—The Studebaker Grain Co. has remodeled its elvtr. and installed a Randolph Drier.

Evansville, Ind.—Michael D. Helfrich of this city has purchased Brose & Andrews' mill and elvtr.

Indianapolis, Ind.—The Goldberg Grain Co. has been organized with William Goldberg as the head.

Indianapolis, Ind.—The following have been elected to membership in the Indiana Grain Dealers Ass'n: Pendleton Elvtr. Co., Pendleton, Ind.; Goldberg Grain Co., Indianapolis.—Chas. R. Riley.

Culver, Ind.—Ignorance of the criminal who attempted to burn the elvtr. of the Culver Grain Co. seems to have saved the building. The unlighted villain had put straw, cotton, coal oil and a lighted candle in a pasteboard box, but had failed to provide air-holes. The box had been placed in the upper part of the building, but before any harm was done the candle evidently went out for lack of oxygen.



Mishawaka, Ind.—Grange Elvtr. Co. incorporated; capital stock, \$50,000; W. H. Huston, pres.; Edward Zieger, treas.

Warren, Ind.—J. Frank Winebrenne is mgr. of the Equity Exchange. The elvtr. is now practically completed and grain is being received steadily.

Plainville, Ind.—I have taken the management of one of a series of elvtrs. of the Hays Milling Co. of Worthington, Ind., and am now located here.—Edw. E. Shaw.

Kirkpatrick, Ind.—A fire started in the cob house of the Kirkpatrick Grain Co. at 8:30 p. m., Aug. 16. The elvtr. had shut down at noon and the cause of the fire is unknown. The loss on the elvtr. building and machinery was \$17,000, the insurance was \$13,000. The loss on the grain was \$32,000, and the insurance was \$35,000. Among the contents of the elvtr. were 6,500 bus. of wheat, 6,000 bus. of oats, and 9,000 bus. of rye. The detached concrete power house, office and warehouse did not burn. The elvtr. was built in 1917 on the site of the house that was destroyed when a trainload of gasoline was derailed.

## IOWA

Casey, Ia.—We have installed a new Wagner Motor.—Davenport Elvtr. Co.

Emerson, Ia.—The Farmers Co-operative Union intends erecting a grain elvtr.

Rolfe, Ia.—H. D. Brickman has bot the interests of M. T. Blessing in the Rolfe Grain & Milling Co.

Red Oak, Ia.—Turner Bros. elvtr. here has been equipped by The American Supply & Machinery Co.

Arlington, Ia.—New machinery was recently installed in Gitchell Bros.'s elvtr., which has been repainted.

Hartwick, Ia.—The King-Wilder Grain Co. of Cedar Rapids, will build an up-to-date 20,000-bu. elvtr. here.

Mt. Auburn, Ia.—The King-Wilder Grain Co. of Cedar Rapids, has bot the elvtr. owned by St. Clair & Son.

Sperry, Ia.—The A. D. Hayes Co., of New London, Ia., has bot the elvtr. interests of H. H. Rieppe & Son.

Newell, Ia.—The R. B. Galbraith & Co. elvtr., of which E. G. Galbraith is mgr., is undergoing extensive alterations.

Ontario, Ia.—L. E. Munsing, who has been mgr. of the Farmers Elvtr. Co. at Ames, Ia., intends building one here.

Ames, Ia.—The Farmers Elvtr. Co., whose elvtr. burned recently, has disorganized and will not rebuild.—Lee Lockwood.

Atlantic, Ia.—We have installed electric motors in our mill.—J. A. Campbell & Sons, props., Atlantic Mill & Elvtr.

Dawson, Ia.—Mr. Chinn has succeeded Magnus Neilson as mgr. of the Farmers Elvtr. Co.—Squires Grain Co., Des Moines.

Atlantic, Ia.—Fire damaged the Nelson & McCaustland elvtr. to the extent of \$2,000. The fire was caused by lightning.

Council Bluffs, Ia.—The forms are in place for the elvtr. of the Farmers Elvtr. Co. James Stewart & Co. are doing the work.

Fernald, Ia.—C. J. Hesson of Newburg and W. J. Lynch of Green Mountain have purchased the property of the Farmers Elvtr. Co.

Dallas Center, Ia.—I have sold my elvtr. to The Citizens Savings Bank, which, I am told, is forming a farmers' ass'n.—Rob't Whitaker.

Davenport, Ia.—The various stations operated by the Davenport Elvtr. Co. are getting into the flour and feed business as side lines.—Bert Dow.

Galt, Ia.—The elvtr. that burned at Galt, had not been in use for some time. It was located west of our house.—Bowles Kessler Grain Co.

Shipley, Ia.—O. F. Fanen has succeeded A. E. White as mgr. the Shipley Grain Co. here. Mr. White has gone to Colo, Ia., where he will manage an elvtr.

Des Moines, Ia.—Sargent & Co. incorporated, to deal in grain and feed; capital stock, \$100,000; incorporators: O. J. Meredith, W. L. Sargent, T. S. Heggen, A. E. Sargent.

New Sharon, Ia.—Henry E. McVeigh's elvtr. was destroyed by fire on July 20th. Insurance will cover only a \$20,000 loss. The building was worth \$20,000 and the grain, \$10,000.—Jay King.

Ocheyedan, Ia.—A. R. Chandler and J. R. Williams have bot Greig & Zeeman's elvtr.

Riverside, Ia.—Farmers Terminal Elvtr. Co. incorporated; capital stock, \$1,000,000; incorporators: James J. Gill, C. F. Downing, R. N. Rawson, Arthur P. Soelberg.

Des Moines, Ia.—C. E. Stevenson has accepted a position with C. H. Thayer & Co., of Chicago, and the firm of Stevenson Bros. is now L. P. Stevenson.—L. P. Stevenson.

Wellsburg, Ia.—John Tjaden, who has been in the grain business for the past 25 years, has taken his son-in-law, Sherry Dilly, as a partner, under the firm name of Tjaden & Dilly.

Davenport, Ia.—Work on the new storage plant of the Merchants Elvtr. Co. is progressing rapidly and will be completed by Sept. 15. This will double our present capacity.—W. H. Haliday.

Hull, Ia.—H. J. Huibregtse has resigned after a service of 11 years with this company. His oldest son, E. H. Huibregtse, will now conduct the management of this concern.—Farmers Co-operative Ass'n.

Des Moines, Ia.—Taylor & Bournique Co., of Milwaukee, now have a branch office here. Manuel Strom, formerly in Sioux City office, is manager, and Paul Wood, of Marshalltown, is assistant manager.

Des Moines, Ia.—A representative of the Douglas Starch Co. has been here conferring with the Greater Des Moines com'te concerning bringing the plant destroyed at Cedar Rapids. Considerable doubt is expressed as to whether it will come.

Rich Point (Algona p. o.), Ia.—The foundation under the elvtr. of the Bowles Kessler Grain Co. gave way recently, allowing the elvtr. to settle six feet on one side and four feet on the other. The drop was gradual, and tho the building was full of grain at the time, no damage was done.

Des Moines, Ia.—The grain inspection department is under the supervision of Chief Inspector A. V. Tischer, formerly of Chicago and associated with the grain trade in many parts of the country. Mr. Tischer's assistant is J. H. Jones, of Washington, D. C., who has had experience in the Dept. of Agriculture. Since the department was opened up, on Aug. 1, the receipts have averaged 52 cars a day.

## SIoux CITY LETTER.

The grain com'te of the Board of Trade has put in feed grades of No. 1, feed, and No. 2, feed barley, and discontinued the grades of No. 5 and No. 6 barley.

Farmers Terminal Elvtr. Co. incorporated; capital stock, \$1,000,000; officers: James G. Gill, Elk Point, S. D., pres.; C. P. Downing, Ute, Ia., vice-pres.; Arthur P. Solberg, Sioux City, sec'y; and R. N. Rawson, Hornick, Ia., treas. The company proposes to erect a 1,000,000-bu. elvtr., having secured a site at Riverside with side track facilities already laid. The incorporators are 14 officers of farmers' companies of Iowa and South Dakota.

## KANSAS

Ellsworth, Kan.—C. H. Veatch has had his elvtr. remodeled.

Cheney, Kan.—The Bowersock Elvtr. Co. is building a warehouse.

Eureka, Kan.—The Eureka Roller Mills Co. is building an elvtr. here.

Charlet, Kan.—Grover Jones is mgr. of the elvtr. of Laird & Gibson here.

Troy, Kan.—E. S. Leland has bot out the Triplett & Whittaker Elvtr. Co.

Fredonia, Kan.—John Certain has installed a portable elvtr. for handling wheat.

Phillipsburg, Kan.—The Farmers Union has bot the elvtr. of A. W. Armstrong.

Logan, Kan.—Four County Grain Co. has been chartered with \$10,000 capital stock.

Spring Hill, Kan.—Frank Heath is mgr. of the new elvtr. of the Farmers Union Elvtr. Co.

Lovewell, Kan.—Mr. Scoular, mgr. of the elvtr. here, has resigned to go to Nebraska.

Seguin, Kan.—F. C. Forney, recently returned from France, is now mgr. of the elvtr. here.

Canton, Kan.—A. J. Miller has succeeded I. G. Wilson as mgr. of the Farmers Grain & Supply Co.

Cunningham, Kan.—W. S. McMichael has succeeded C. A. Mertz as mgr. of the Farmers Elvtr.

Galt (Genesee p. o.), Kan.—An elvtr. is being erected here by the Genesee Grain Co.

Shook, Kan.—Ira Schwint is now mgr. The Farmers Co-operative Grain & Mercantile Union.

Osage City, Kan.—Fred and H. M. Anstead, of Lyndon, bot the Asher Adams feed store and elvtr.

Williamsburg, Kan.—The Williamsburg Flour Mill & Elvtr. Co. is now receiving wheat in its new house.

Mound Ridge, Kan.—E. B. Crawford has succeeded R. W. Hurts as mgr. here for the Kansas Flour Mills.

Wichita, Kan.—Mrs. B. E. Means, formerly with the White Star Co., is now with the Red Star Milling Co.

Elwood, Kan.—The Mid-West Grain Co. bot the Elwood Grain Elvtr. from the Keystone Elvtr. & Grain Co.

Aliceville, Kan.—The Aliceville Elvtr. Co. has completed its new 10,000-bu. ironclad elvtr.—L. B. Hess, mgr.

Haddam, Kan.—A. C. Klauman is now local mgr. The Washington County Farmers Union Co-operative Ass'n.

Burr Oak, Kan.—The Burr Oak Elvtr. & Ice Co. is being dissolved and will be taken over by a new organization.

Hutchinson, Kan.—The Security Flour Mills Co. is building an elvtr. on 2½ acres bot of the L. H. Pettit Grain Co.

Smith Center, Kan.—Bert Stratton is mgr. of the elvtr. which was recently bot by the Derby Grain Co., of Topeka.

Morganville, Kan.—The Associated Mill & Elvtr. Co., of Kansas City, has bot the property of the Silver Grain Co. here.

Cullison, Kan.—The Reno Flour Mills Co., of Hutchinson, have bot out the Kelley Mills Co. and F. Farnsworth is the local mgr.

Powhattan, Kan.—The elvtr. owned by Powhattan Elvtr. Co. No. 1 was struck by lightning Aug. 17 with slight damage resulting.

Wellsville, Kan.—The wiring of the elvtr. of the Farmers Union Elvtr. Co. is finished, and the plant will be in operation very soon.

Patterson, Kan.—Mr. Smith, formerly of Wichita, took my place as mgr. of the N. Sauer Milling Co.—James Borin, Haviland, Kan.

Stockton, Kan.—Fire was discovered in the elvtr. owned by W. H. Morrison Co., Aug. 2, but was extinguished with slight damage.

St. John, Kan.—The St. John mills will build a large storage elvtr. this fall. The capacity of the mill has been increased from 400 to 600 bbls.

Hays, Kan.—The Hays City Flouring Mills, owners of the Wheatland Elvtr., will build 8 concrete tanks of 20,000 bus. capacity each here.

Greenleaf, Kan.—Frank Heath, who has been mgr. of the Farmers Elvtr. here, has gone to Spring Hill, Kan., as mgr. for the Farmers Union Elvtr.

Halstead, Kan.—The coal bins of the elvtr. of the Farmers Elvtr. Co. were damaged recently by fire. No further damage was done to the building.

Belle Creek, Kan.—The Belle Creek Co-operative Equity Union has bot elvtrs. at Hawes and Mally, Kan., from the Consolidated Flour Mills Co. of Hutchinson, Kan.

Clyde, Kan.—We have let the contract for the machinery for our mill to the Wolf Co. and for the building to the Reyburn Eng. & Const. Co.—Clyde Milling & Elvtr. Co.

Wellington, Kan.—R. W. Mess, a fireman of the Larabee flouring mills, was seriously injured in a natural gas explosion in the boiler room. A portion of the wall was blown out.

Atchison, Kan.—L. W. Bixler, formerly with the Hall-Baker Grain Co., of Kansas City, has retired from the grain business. He posted his board of trade membership for transfer to Paul D. Bartlett of the Hall-Baker Co.

Hutchinson, Kan.—Grain men of this city are organizing a telephone company of their own because they cannot get service from the Southwestern Bell Tel. Co. It is claimed that the service of the Southwestern Bell is so poor that hundreds of calls are canceled daily without any attention being given them. In this way the grain men have lost not only patience but thousands of dollars' worth of business. The new organization will likely be known as the Great Western Telephone Co.



Tonganoxie, Kan.—The Topeka Flour Mills Co., of Topeka, has bot the entire business of the Kramer-Fair Milling Co., and will continue the operation of the plant here under the Topeka name.

Jarbalo, Kan.—Fire totally destroyed our elvtr. July 19. Loss on elvtr. was about \$3,000 with \$2,000 insurance. Loss on grain was \$2,200, which was fully covered with insurance. The fire was caused from back fire from an engine. Will probably rebuild during the coming year but have made no definite plans.—Casebier Elvtr. Co.

## KENTUCKY

Providence, Ky.—R. F. Bishop, of Blackford, and Edgar M. Young, of Providence, have bot the Phoenix flour mill from J. H. Hankins, including the elvtr., switch and 11 acres.

Maxon, Ky.—Fire broke out in the mill of Adam Temple & Sons and endangered a large amount of new wheat in storage, but was discovered in time to prevent a loss of more than \$400.

## MARYLAND

### BALTIMORE LETTER.

G. Stewart Henderson, assistant traffic mgr. of the Baltimore Chamber of Commerce, was promoted to the office of traffic mgr. on Aug. 11.

Mrs. Fannie Murdoch Dennis, mother of J. Murdoch Dennis, of Dennis & Co., Inc., grain commission merchants and brokers, died Aug. 14.

The 5,000,000-bu. terminal elvtr. of the Pennsylvania R. R. Co. is nearing completion. The piers and concrete work are finished. James Stewart & Co. have the contract.

## MICHIGAN

Homer, Mich.—J. F. Swartwout is mgr. of the Homer Farmers Elvtr. Co.

Caledonia, Mich.—Caledonia Co-operative Elvtr. Co. increased capital stock from \$30,000 to \$50,000.

Bancroft, Mich.—E. L. Rockwell is the new mgr. of The Bancroft Elvtr. Co. He has purchased an interest.

Marine City, Mich.—Jay Baldwin is mgr. of the elvtr. here, owned by the New Haven Elvtr. Co., of New Haven.

Holt, Mich.—We do not contemplate building or operating elvtr. at Holt, as was reported.—Young-Randolph Seed Co., Owosso.

Falmouth, Mich.—The Falmouth Co-operative Marketing Ass'n has bot out the Falmouth Produce Co. Jno. G. Schepers is mgr.

Oakley, Mich.—We have bot the Detwiler Elvtr., and intend to enlarge our warehouse room soon.—Oakley Elvtr. Co. Inc., Edwin Dean, pres.

Plainwell, Mich.—J. F. Esley, pres. J. F. Esley Milling Co., has sold his entire business. Mr. Esley has been in this business for the past 30 years.

Grass Lake, Mich.—The Farmers' Co-operative Elevator Co. has bot the elvtrs. owned by the McLaughlin, Ward & Co., located at Grass Lake and Francisco.

## MINNESOTA

Watson, Minn.—The Farmers Elvtr. Co. is remodeling its elvtr. here.

Pipestone, Minn.—Tobias Bros. have bot the I. L. Demaray Co.'s elvtr.

Waterville, Minn.—The Farmers Equity Exchange will build an elvtr.

Red Lake Falls, Minn.—Albert Cairne is building a 30,000-bu. elvtr.

Northcote, Minn.—Hjalmer Sholes is mgr. the Northcote Farmers Elvtr. Co.

Lakefield, Minn.—A. J. Malek is now mgr. of the Lakefield Farmers Union.

Belview, Minn.—D. N. Danielson is now in charge for the Pacific Elvtr. Co.

Lamberton, Minn.—The Lamberton Farmers Elvtr. Co. will build a coal elvtr.

Wendell, Minn.—The Equity Co-operative Exchange has bot the Farmers' Elvtr.

Alberta, Minn.—An addition is being built to the elvtr. of the Equity Elvtr. Co.

Pine River, Minn.—The Erwin Milling Co. of St. Cloud will erect an elvtr. soon.

Westbrook, Minn.—J. J. Christy, prop. Christy Grain Co., has disposed of his elvtr.

Ada, Minn.—The Equity Elvtr. Co. has bot the elvtr. of the Northwestern Elvtr. Co.

Hitterdal, Minn.—The Equity Farmers' Grain Co. has bot the Great Western Elvtr. Co.

Albertville, Minn.—P. F. Heckleman has bot considerable new machinery for his elvtr.

Atwater, Minn.—Emil Swanson is the new mgr. of the Farmers Co-operative Elvtr. Co.

Montevideo, Minn.—The elvtr. of the Farmers & Merchants Elvtr. Co. has been completed.

Prior Lake, Minn.—Prior Lake Elvtr. Co. incorporated, has bot the Costello Bros. Elvtr.

Oakland, Minn.—Mr. Esse, formerly of Hayward, is the new mgr. of the Farmers Elvtr. Co.

St. Hilaire, Minn.—J. L. Hirsch will take charge of the Red Lake Falls Milling Co.'s elvtr.

Lafayette, Minn.—Frank Goblirsch succeeded M. J. Hedren as mgr. the Lafayette Farmers Elvtr.

Gonvick, Minn.—A Fairbanks-Morse Manlift has been installed in the elvtr. of the Farmers Elvtr. Co.

Wheaton, Minn.—The Chippewa Milling Co. elvtr. is now in charge of M. V. Lundquist of Lewisburg.

Truman, Minn.—Sam Bursell, sec'y, treas. and mgr., implement dept., Truman Farmers Elvtr. Co., will move to Fairmont.

Dawson, Minn.—T. H. Peterson is the new mgr. of the Equity Co-operative Elvtr. Co. He was married Aug. 6 to Miss Alma Thorson.

Menahga, Minn.—The Farmers Grain & Shipping Ass'n incorporated; capital stock, \$10,000; incorporators: Wm. Dorn, Samuel Lake and others.

La Salle, Minn.—La Salle Farmers Grain Co. incorporated; capital stock, \$20,000; incorporators: C. W. Bolin, Anton Oredson, N. L. Neson, H. C. Evjen.

Delhi, Minn.—A new 10-h. p. gasoline engine has been installed in the elvtr. of the Farmers Grain & Fuel Co. The Atlas Elvtr. Co. will not operate here this season.

Oslo, Minn.—We have repaired our elvtrs. at Oslo and Poland, N. D., and equipped them with Fairbanks-Morse engines and cleaners.—J. E. Olson, Oslo Grain & Fuel Co.

Norwood, Minn.—We built a fireproof elvtr. here and started to buy wheat Aug. 1. We have been doing business for 11 months in a rented elvtr. and have taken in Young America, Minn., farmers and intend to buy or build there next year. Officers: H. C. Franck, pres.; E. W. Glaeser, sec'y and treas.; Henry Bergman, mgr.—Norwood Farmers Co-operative Elvtr. Co.

### DULUTH LETTER.

John H. MacMillan, Jr., has been elected a member of the Board of Trade.

J. E. McNamara, formerly first ass't chief grain inspector in the St. Paul district, is in charge of the new Sampling Bureau here.

Frank W. Falk and J. H. MacMillan, Jr., of Minneapolis, are new members of the Board of Trade, representing the Becher-La Bree Co. and the Cargill Commission Co., respectively.

The membership in the Duluth Board of Trade of B. E. Baker has been transferred to P. B. McTague. Mr. Baker has been a member of the Board of Trade for many years and has now retired.

The Duluth Sampling Bureau has been opened in the Glencoe Bldg. by the State Railroad and Warehouse Commission, under authority granted by the legislature. Samples will be examined for a charge of 25c. J. E. McNamara has charge of the Duluth district and the St. Paul district is under charge of G. H. Tunell.

### MINNEAPOLIS LETTER.

The Brooks Elvtr. Co. will build a large grain tank.

The Northern Grain Commission Co. suspended operations on Aug. 8.

Transfer of membership requests in the Minneapolis Chamber of Commerce Ass'n have been posted for the following: From H. E. Braum to Armin J. Reddillien. E. W. Ehler to J. P. Hessburg, Aneurin Owen to Samuel J. Provan, M. W. Soule to Laurence Gregory, Bonno Trapper to Joseph Borden.

Requests for traveling representatives' licenses have been reported as follows: Guy Baker to represent C. C. Wyman & Co., Kenneth C. Poehler to represent H. Poehler & Co., Albert Solberg to represent Getchell-Tanton Co., F. B. Beaupre to represent Wernli-Anderson Co., and M. J. Sheehan to represent Beecher-LaBree Co.

## MISSOURI

Clinton, Mo.—The Farmers Elvtr. & Supply Co. will erect a warehouse.

Joplin, Mo.—The Hanna-Pate Grain Co. has succeeded Reding & Clark.

Fortescue, Mo.—The Farmers Elvtr. Co. has bot the elvtr. of Windell Bros.

Case, Mo.—The Farmers Mutual Co-operative Union has bot the elvtr. of J. F. Ahmann.

Novelty, Mo.—E. J. Howerton and Melvin Griffith have bot the elvtr. of Lee Greenley.

Foster, Mo.—The Farmers Elvtr. Co., of Butler, Mo., has bot the Barr & Waller Elvtr. here.

Shelbyville, Mo.—The elvtr. of the Farmers Elvtr. Co. has been completed and is now doing business.

Butler, Mo.—Charles Gardard, who has been with the Home Produce Co., will enter the grain business here.

Braymer, Mo.—C. D. McCartney is mgr. of the new elvtr. of the Farmers Co-operative Mercantile Co.

Trenton, Mo.—The Marlin Grain Co. has purchased the Niblick building and will buy all kinds of grain.

Cowgill, Mo.—The Morrison Grain Co., of Kansas City, may build here soon and A. F. McCray may be associated with them.

Forest City, Mo.—Anyone looking for location for an elvtr. would not make a mistake by coming here, as this is a good point for both corn and wheat. I will gladly answer any questions.—H. E. Combs.

### KANSAS CITY LETTER.

The new Davis & Hunt Grain Co. has taken offices in the Board of Trade Bldg.

R. H. Sturtevant, of Logan Bros. Grain Co., is a new member of the Board of Trade.

The Associated Mill & Elvtr. Co. will erect flour mill and elvtr. costing \$650,000 on a site of nine and one-half acres. H. C. Nunn is pres.

J. Rosenbaum Grain Co. is putting a new bleaching leg, new shipping leg and scale in the Rock Island Elvtr. here. James Stewart & Co. have the contract.

James N. Russell, of the Russell Grain Co. and a director of the Board of Trade, was married recently to Miss Daisy Jennings, incidentally winning a ten-dollar bet thereby.

T. A. Fowler, a hay dealer, has brot suit for \$100,000 damage against H. T. Fowler, a grain commission man and member of the Board of Trade, for alleged slanderous remarks. The men are brothers and were formerly associated in business.

### ST. JOSEPH LETTER.

J. H. Stallard has applied for the transfer of F. L. Fiedeler's membership in the Grain Exchange.

C. E. Adlington, who was formerly with the Keystone Elvtr. & Grain Co., is now with the Holdrege Grain Co.

The A. J. Brunswig Grain Co. has changed its name to Brunswig Grain Co. A. J. Brunswig, Jr., is now vice-pres. of the firm, with Geo. F. Stewart as sec'y.

### ST. LOUIS LETTER.

John B. Helwig has become a special partner in the grain and hay firm, D. O. Cross Co.

Joseph B. C. LeCompte, a retired grain and commission merchant, died recently at the age of 82.

The directors of the St. Louis Merchants Exchange will put a proposition before its members which, it is believed, will increase the value of memberships.

Pres. E. C. Andrews of the Merchants Exchange has appointed the following com'te to take charge of the preliminary arrangements for the convention of the Grain Dealers National Ass'n: Marshall Hall, chairman of executive com'te; Aderton Samuel, chairman of entertainment com'te; Chas. L. Niemier, chairman of the speakers com'te; Roger P. Annan, chairman of the financial com'te.



## MONTANA

Belt, Mont.—M. M. Moser is mgr. of the Belt Farmers Mill & Elevtr. Co.

Dixon, Mont.—Mr. Blair is the mgr. the Montana Central Elevtr. Co., recently purchased.

Laurel, Mont.—We have leased the plant of the Laurel Milling Co.—The Laurel Flour Mill, W. D. Kistler, prop.

Great Falls, Mont.—The state of Montana will erect a half-million-bu. elevtr. here. James Stewart & Co. are drawing the plans.

Glendive, Mont.—J. E. Peterson, who was agt. of the Eastern Montana Elevtr. Co., has quit the grain business and now resides at Sidney.

Ingomar, Mont.—Shelby Wright, who was mgr. for the Musselshell Valley Grain Co. before it was bot by the Ingomar Milling Co., is now located at Oakes, N. D.

Montague, Mont.—The Greeley-Schmidt Elevtr. Co. will reopen its house here but the Montana Elevtr. Co. will close its elevtr. John Dunn, Jr., mgr. of the Montana Elevtr., will go to Great Falls.

Billings, Mont.—The elevtr. belonging to the Occident Elevtr. Co. was completely destroyed by fire on Aug. 18. The fire started in an empty boxcar. The elevtr. contained about 150 bus. of wheat, 400 bus. of oats and 300 bus. of flax. The loss is estimated at \$25,000. Several hundred dollars worth of machinery had recently been installed.

Helena, Mont.—As a result of an amendment which the special session of the legislature tacked on to the state grading, inspection and warehouse law, the Montana Elevtr. Co. of Lewistown will have its license increased from \$15 to \$600. The original bill provided for a fee of \$15 for all companies engaged in the elevtr. business. The amended bill provides for a fee of \$15 for each elevtr. The Montana Elevtr. Co. operates 40 elevtrs. The Montana Central Elevtr. Co., a Minneapolis corporation, will have its fee increased from \$15 to \$390. It operates 26 elevtrs. In this state. Notice of the increase, which becomes effective Sept. 1 of this year, is being mailed to all companies operating more than one elevtr. Charles D. Greenfield, commissioner of agriculture and publicity, who is ex-officio secretary of the grain grading, inspection and warehousing commission, will collect the fees.

## NEBRASKA

Laurel, Neb.—J. R. Durrie has bot Newman & Morton's elevtr.

Ulysses, Neb.—I am now mgr. of the Ulysses Grain Co.—R. J. Jelinek.

Hamlet, Neb.—L. E. Hardy is now mgr. of the Hamlet Equity Exchange.

Hampton, Neb.—The Hampton Elevtr. Co. has erected a new office building.

Overton, Neb.—The Trans-Mississippi Grain Co.'s elevtr. has been repaired.

Gilead, Neb.—O. A. Jackson is mgr. of the new Farmers Union Elevtr. Co.

Atlanta, Neb.—James Morrison is no longer mgr. of the Atlanta Equity Exchange.

Holbrook, Neb.—The Farmers Business Ass'n has disposed of its elevtr. to a reorganization.

Ogallala, Neb.—Leybold & Pennington, of North Platte, Neb., have started business here.

Wausa, Neb.—The capital stock of the Coleson-Holmquist Co. has been increased to \$125,000.

Eddyville, Neb.—The Farmers Co-operative Ass'n has let a contract for the erection of an elevtr. and warehouse.

Leshara, Neb.—Arthur Stevens is mgr. of the elevtr. belonging to the Railback Grain Co., during Mr. Williams' absence.

Page, Neb.—Farmers Union Co-operative Co. incorporated; capital stock, \$40,000; incorporators: W. E. Snyder and others.

Gladstone, Neb.—Farmers Union Co-operative Ass'n incorporated; capital stock, \$50,000; Geo. Orned and others incorporators.

Lawrence, Neb.—I am no longer agt. for the Duff Grain Co. here, but will travel out of Laramie, Wyo.—B. A. Buescher.

O'Neill, Neb.—The elevtr. and warehouse of the Farmers Co-operative Union will be completed in time for the fall crop.

Nebraska City, Neb.—J. W. Berger, who has been with the Duff Grain Co. for 14 years, has resigned on account of his health.

Lebanon, Neb.—Chas. Raymond has resigned as mgr. of the Equity Exchange and will go to Colorado to look for a position.

Takamah, Neb.—We have installed a truck scale and expect to put in a truck dump soon.—Farmers Grain & Livestock Ass'n.

Valparaiso, Neb.—Valparaiso Elevtr. Co. will hereafter be managed by Dean Keck, who has bot an interest.—Mid-West Grain Co.

Lodge Pole, Neb.—The Geo. A. Roberts Co., of Omaha, Neb., has bot the elevtr. formerly owned by the Lodge Pole Lumber & Grain Co.

Beatrice, Neb.—A. O. Burkett is mgr. of the Farmers Union Co-operative Elevtr. Co. The house has just been finished and opened.

Kearney, Neb.—Mr. Quereau has been mgr. of this concern for the past 3 years and expects to continue in that capacity.—Kearney Flour Mills.

Concord, Neb.—A. C. Anderson has bot the elevtr. owned by Brennan & Fuoss. Mr. Anderson has been mgr. of the Farmers Elevtr. Co. at Wakefield, Neb.

Broken Bow, Neb.—Farmers Grain & Supply Ass'n incorporated; capital stock, \$25,000; incorporators: E. P. McAvoy, Albert Kleebe, Chas. Wolford and others.

Elgin, Neb.—E. Gailey has been retained as mgr. of the Farmers Co-operative Co. Mr. Gailey was mgr. of the business when it was owned by the Elgin Elevtr. Co.

Ord, Neb.—W. M. Costello, formerly auditor of the Nebraska Farmers Co-operative Grain & Live Stock State Ass'n, of Omaha, is now gen. mgr. and treas. of the Farmers Grain & Supply Co.

### OMAHA LETTER.

I am with the Smith-Vincent Grain Co. here since the Oswald Grain Co., of which I was mgr., was dissolved.—C. D. McInlay.

The pres. of the Grain Exchange auctioned off the membership owned by the Gate City Hay & Grain Co. for \$8,100. E. E. Huntley was the buyer.

E. E. Richardson, who has been local representative for the Wells-Abbott-Nieman Co., of Schuyler, Neb., has resigned, and will be connected with the Omaha Flour Mills Co.

Capt. J. P. Glandon, formerly mgr. at Beatrice, Neb., for Vanderslice-Lynds Co., has returned from two years' military service and will be associated with Mr. Young of the Omaha Vanderslice-Lynds office.

## NEW ENGLAND

Gardiner, Me.—We intend to build a small mill soon.—The Gray-Hildreth Co.

## NEW YORK

Lockport, N. Y.—Grigg Bros. are erecting a 10,000-bu. elevtr. here. It will be of steel-clad frame.

Deposit, N. Y.—The Delaware Mills, owned by Thos. H. and Stuart S. Wilson, has bot the elevtr., mill and warehouse of the Deposit Milling Co.

New York, N. Y.—The Interstate Grain Corporation incorporated; capital stock, \$500,000; incorporators: B. F. Schwartz, Geo. Rodden, Joseph Seifer.

New York, N. Y.—Percy Carruthers Band, of the Canadian firm, James Carruthers & Co., Ltd., is an applicant for membership in the Produce Exchange.

Syracuse, N. Y.—The American Agricultural Chemical Co., with headquarters in Boston, have bot property here and will erect a storage warehouse and elevtrs.

Buffalo, N. Y.—Geo. J. Meyer Malt & Grain Corporation incorporated; capital stock, \$300,000; to carry on the grain and malt business of the late Geo. P. Meyer. Incorporators: Geo. H. Meyer, Leo P. Meyer and E. J. Meyer.

## NORTH DAKOTA

Mott, N. D.—The elevtr. of the Empire Elevtr. Co. is being rebuilt.

Sharon, N. D.—The Grain Growers Milling & Elevtr. Co. has incorporated.

Mantador, N. D.—J. F. Mitchell is the new mgr. of the Farmers Elevtr. Co.

Hebron, N. D.—I am now mgr. of The Farmers Elevtr. Co.—Herman Gehrke.

Sanish, N. D.—Carl Olson is the new mgr. of the Sanish Farmers Elevtr. Co.

Knox, N. D.—J. Jorgenson is the new mgr. of the Farmers' Co-operative Elevtr. Co.

Bowman, N. D.—Geo. W. Elgar has leased the Geo. C. Bagley Elevtr. Co.'s elevtr.

Chaseley, N. D.—E. E. Manska is the new mgr. of the West Farmers Elevtr. Co.

Solen, N. D.—I am now agt. for The Winter-Truesdell-Ames Co. here.—W. G. Hoffner.

Oriska, N. D.—The Monarch Elevtr. Co. has bot the elevtr. here of the Acme Grain Co.

Hunter, N. D.—The International Elevtr. Co. of Duluth has bot the elevtr. of B. C. Crangle.

Fryburg, N. D.—The Farmers Elevtr. Co. has closed down for the remainder of the season.

Marion, N. D.—Mr. Richards, of Clifton, N. D., has bot the elevtr. of the Tausan Elevtr. Co.

Bisbee, N. D.—The Bisbee Farmers Grain Co. has bot the elevtr. of the Atlantic Elevtr. Co.

Woodworth, N. D.—F. M. Cook, of Hobson, Mont., has bot the elevtr. and business of H. H. Nixon.

Chelsea, N. D.—The Chelsea Farmers Elevtr. Co. has installed a Richardson Automatic Scales.

Hunter, N. D.—The Equity Elevtr. Co. is repairing its house and will soon have it ready for grain.

Maxbass, N. D.—James Burkingham is now mgr. of the Maxbass Farmers Co-operative Elevtr. Co.

Ludden, N. D.—The Ludden Co-operative Co. has bot the 20,000-bu. elevtr. of the G. W. Van Dusen & Co.

Grandin, N. D.—The Farmers Grain Co. has completed rebuilding its elevtr. which now has 100,000 bus. capacity.

Fargo, N. D.—The Interstate Seed & Grain Co. will erect a seed cleaning plant and large warehouse early next year.

Ellsberry, N. D.—The Equity Elevtr. Co. has purchased the elevtr. of Thos. Wildish, which was operated as Ellsberry Grain Co.

Heaton, N. D.—Ed. Schmidt, who has just returned from overseas service, will succeed C. M. Dale as mgr. the Farmers Elevtr. Co.

Souris, N. D.—I have sold my elevtr. to J. H. Vorachek of Lankin and am out of the grain business with no future plans.—C. A. Kirkeby.

McHenry, N. D.—A stock company has been formed by a number of farmers of this vicinity for the purpose of taking over the Farmers Elevtr. Co.

Carson, N. D.—A. L. Drew of Lark is now mgr. of the Western Improvement Co.'s elevtr.

Ray, O.—The Tri-State Co-operative Co. has bot the elevtr. here.

Ipswich, N. D.—A stock company, mainly composed of Mr. Champlin of Ipswich and L. E. Paulus and W. H. Smith of Hettinger, has bot Geo. Engler's elevtr.

Crystal, N. D.—It is reported that the Imperial Elevtr. Co. has sold its elevtr. to the Montana Grain Growers Elevtr. Co.—P. J. Whelan, Farmers Elevtr. Co.

Flushing (Inkster p. o.), N. D.—The Flushing Farmers Elevtr. Co. has installed a new 10-h.p. Fairbanks Morse Gas-kerosene Engine and new cleaner.—Harry W. Sell, mgr.

Flushing (Inkster p. o.), N. D.—Mr. H. W. Sell, after 12 months' service overseas, has returned and taken his former job as mgr. and buyer of the Flushing Farmers Elevtr. Co.

Drake, N. D.—The State Industrial Commission has authorized the purchase of the mill at Drake as the first of a system of flour mills to be operated by the state. It will be used for experimental purposes by the State Mill & Elevtr. Ass'n.

Bantry, N. D.—W. R. Schadewald has taken the management of the Atlantic Elevtr. Co. J. W. Hammons, the former agt., resigned. Both the elevtrs. of the Monarch Elevtr. Co. and the Imperial Elevtr. Co. are closed for this season. Mr. Schadewald was formerly mgr. of the Monarch Elevtr.

## OHIO

Dunkirk, O.—Friedly Bros. have succeeded C. Friedly & Sons.

Upper Sandusky, O.—W. C. Mote is mgr. of the U. S. Commission Co.

Toledo, O.—The Toledo Elevtr. Co. is successor to the Steel Elevtr. Co.

Paulding, O.—Brady Bros., Gillen & Brooks have bot Charles Ozias' elevtr.



Cecil, O.—Wade Anspaugh is now mgr. of the Cecil Equity Exchange Co.

Sycamore, O.—Sycamore Grain & Supply Co. incorporated; capital stock, \$40,000.

Rogers, O.—John McCamon is now mgr. of Moff Bros.' elvtrs. at Rogers and Elkton.

Anna, O.—The Farmers Grain Co. has bot the Anna Grain Co. Elvtr.—Finkenbein & Manning.

Early (Celina p. o.), O.—The Farmers Equity Exchange has bot our business.—Model Milling Co.

Era (Mt. Sterling p. o.), O.—The Orient Grain Co. has leased the elvtr. owned by the Mogan estate.

Stuebenville, O.—We expect to erect a grain and feed storage plant very soon.—Hindman & Neigher.

Polk, O.—The Polk Elvtr. Co., recently incorporated, has purchased the elvtr. owned by Hartsell & Bryan.

Greenville, O.—The name of the Greenville Milling & Elvtr. Co. has been changed to Barrett Milling Co.

Ravenna, O.—The Mayhew Elvtr. Co. has bot the elvtr. of C. J. Hubbell. The plant has a capacity of 40,000 bus.

Bradner, O.—Bradner Farmers Elvtr. Co. incorporated; capital stock, \$35,000; incorporators: Glate Lantz and others.

Mt. Gilead, O.—C. S. Coomer is pres. of the Farmers Co-operative Co., which recently purchased Earl Blair's elvtr.

Prout (Sandusky p. o.), O.—Central Erie Supply & Elvtr. Co. has increased its capital stock from \$15,000 to \$30,000.

Cleveland, O.—Mr. Sheinbart has bot the warehouses and yards of Abel Bros. and will continue in the grain business.

Fredericksburg, O.—The Wooster Grain & Feed Co. has leased the plant of G. W. Williams. W. J. Williams will be mgr.

North Fairfield, O.—The North Fairfield Elvtr. Co. is erecting a new house here which will be ready for occupation this fall.

Urbana, O.—Farmers in this vicinity are contemplating the purchase of the elvtrs. at Cable and Mingo, owned by O. M. Clark.

Fayette, O.—The Farmers Co-operative Co. has let the contract to build a warehouse and concrete elvtr. This company was incorporated in July.

Toledo, O.—The La Rue Milling Co. is building a new storage warehouse of 50,000-bu. capacity. The Leonard Construction Co. has the contract.

Spencerville, O.—The Farmers Union has taken over the elvtr. of Laman Bros. C. C. Laman will remain in charge until a new mgr. can be found.

New Winchester (Bucyrus p. o.), O.—New Winchester Equity Co. incorporated; capital stock, \$20,000; incorporators: J. F. Guinther, S. G. Kurtz, J. E. Fink.

Montezuma, O.—We have installed a new 25-h.p. Fairbanks Morse Oil Engine and also an 18-inch Unique Attrition mill made by the Robinson Mfg. Co.—Wilker & Klostermann.

Prairie Depot, O.—We have installed a 10-ton scale, a corn sheller, 2 grain cleaners and are equiping our plant with motor power.—L. J. Ducat, Prairie Farmers Co-operative Co.

Maplewood, O.—We have sold our plant here to The Farmers Grain Co., an incorporated company composed of Celina men. They are now in possession.—J. M. Pence Grain Co., per J. M. Pence.

## OKLAHOMA

Cushing, Okla.—An elvtr. will be erected here by J. H. Bellis.

Geary, Okla.—I am out of the grain business.—W. W. Morrison.

Kiowa, Okla.—It is our intention to enlarge our elvtr. next year.—Public Service Gin & Elvtr. Co.

Welch, Okla.—The Mead Grain Co., of Fort Scott, Kan., has bot the elvtr. of H. B. Campbell here.

Cheyenne, Okla.—A company, organized by E. W. Crane, T. L. Turner and W. M. Ballard, will build an elvtr.

Carrier, Okla.—The Carrier Mill & Elvtr. Co. has remodeled its elvtr., increasing the capacity and ironcladding it.

Tuttle, Okla.—We bot the elvtr. of the Wheatland Grain & Lumber Co., on May 15.—J. H. Davis, pres., The Farmers Exchange Elvtr. Co.

Braman, Okla.—We have bot M. L. Thomas' elvtr., and now operate 11 elvtrs.—Sun Grain & Feed Co., Guthrie, Okla. F. G. Olson, mgr.

Ryan, Okla.—We have installed a 25-h.p. Fairbanks Morse Oil Engine and an air blast car loader.—L. L. Thorp, prop. The Ryan Elvtr. Co.

Skiatook, Okla.—Farmers Elvtr. Co. incorporated; capital stock, \$25,000; incorporators: A. H. Brown, Frank F. Cochran and R. A. Stephens.

Chickasha, Okla.—Chickasha Milling Co. incorporated; capital stock, \$100,000; incorporators: Henry B. Johnson, J. E. Nichols, E. D. Humphrey.

Wetumka, Okla.—J. O. Sheppard will operate his elvtr., recently purchased from the Brazil Mill & Elvtr. Co., under the name of Wetumka Grain & Produce Co.

Buffalo, Okla.—Buffalo Southwestern Grain Co. incorporated; capital stock, \$16,000; incorporators: E. C. Johnson, B. N. Williams, both of Buffalo, and L. E. Walker, of Waynoka.

Hooker, Okla.—We are putting in a Boss Air Blast Car Loader. Charles Dennis has succeeded the Pettit Grain Co., operating as Reno Flour Mills Co. here.—W. W. Gibbons, mgr., Hooker Equity Exchange.

## OREGON

Briedwell (McMinnville p. o.), Ore.—E. H. Hanson, who has been in the grain business here, has removed to Suffolk, Mont.

Portland, Ore.—At the annual meeting of the Merchants' Exchange Ass'n the following officers were elected: I. C. Sanford, pres.; S. C. Draper, vice-pres.; R. S. McCarl, sec.; F. L. Shull and T. A. Riggs, directors.

Eugene, Ore.—The plant of the Eugene Mill & Elvtr. Co. in Springfield was bot by a firm composed of O. C. Caswell, C. A. Witton and G. G. Busham of Eugene and A. Welk of Portland, in a deal involving \$50,000. Since bankruptcy proceedings some time ago the plant has been idle until this time.

## PENNSYLVANIA

Kittanning, Pa.—The W. M. Gates Co.'s granary is being dismantled preparatory to the construction of an up-to-date elvtr.

## PHILADELPHIA LETTER.

Philadelphia, Pa.—R. J. McKnight, of Robert McKnight & Sons, was run over by an auto truck and seriously injured.

Effective Aug. 21, the following are the discounts which this Corporation will make payment against warehouse receipts delivered in store at Philadelphia: No. 3 red, 57 lbs. test-weight and better, 6c under No. 1 red; No. 3 red, under 57 lbs., 7c under No. 1 red; No. 4 red, 55 lbs. and better, 10c under No. 1 red; No. 4 red, under 55 lbs., 11c under No. 1 red; No. 5 red, 53 lbs., 15c under No. 1 red; No. 5 red, 52 lbs., 16c under No. 1 red; No. 5 red, under 52 lbs., 17c under No. 1 red. Garlicky wheat 2c less than corresponding grade of red.—H. D. Irwin, 2nd vice-pres., U. S. Grain Corporation.

Beginning Sept. 15, a new schedule of charges for the inspection of grain will be instituted by the grain com'ltee of the Commercial Exchange. These charges supersede those which have been in effect since May 13, 1918, and are as follows: Inspection on cars in-bound, 50c per car for export, 60c per car for domestic. Cars inspected out of elevator 60c per car. Grain inspected out for export 45c per 1,000 bus. Grain inspected afloat 75c per 1,000 bus., domestic or export. Minimum charge 75c. Reinspecting cars either for export or domestic trade 80c per car. Sampling cars, 30c per car. Opinions on samples, 40c per car to members of the Commercial Exchange and 75c to non-members. Mixing 60c per 1,000 bus., cleaning 60c per 1,000 bus., drying 75c per 1,000 bus., salvage grain, \$1.50 per 1,000 bus.

## SOUTH DAKOTA

Nisland, S. D.—The Tri-State Milling Co. is repairing its elvtr.

Stickney, S. D.—Ruel E. Dana has bot the elvtr. of Walt & Dana.

Roswell, S. D.—Herbert Olson is now mgr. of W. I. Thompson & Co.'s elvtr.

Lennox, S. D.—H. E. Schweiderhorn has bot out the Monarch Elvtr. Co.

Tulare, S. D.—Clyde Price has been elected sec'y of the Farmers Elvtr. Co.

Armour, S. D.—C. H. DeWald succeeds Ruel E. Dana in the grain business here.

Lesterville, S. D.—Christopher Diede has bot the grain business of Adam Wollach.

Castlewood, S. D.—The Farmers Grain & Produce Co. has installed a truck dump.

Roscoe, S. D.—The Farmers Elvtr. Co. will build an up-to-date elvtr. here this season.

Laurens, S. D.—The Dixie Flour & Grain Co. has increased its capital from \$10,000 to \$35,000.

Marion, S. D.—F. E. Way, who has been mgr. of the Farmers Elvtr. Co., has bot the elvtr.

Jefferson, S. D.—The Western Terminal Elvtr. Co. has bot one of the Farmers Elvtr. Co.'s elvtrs.

Booge, S. D.—T. T. Tokheim, mgr. the Booge Elvtr. Co., has resigned and gone on his farm.

Madison, S. D.—The elvtr. that Zele Steele is building for the Farmers Elvtr. Co. is almost completed.

Belle Fourche, S. D.—The Tri-State Milling Co. has built a storehouse here in connection with its mill.

Scotland, S. D.—The Farmers Grain & Stock Co. will erect a second elvtr. of from 30,000 to 40,000 bus. capacity. The old elvtr. will be left intact.

# Wheat

# CONSIGN

TO

## McConnell Grain Corporation

BUFFALO, N. Y.

We Get Results

# Oats

You Get the Money



Eden, S. D.—E. T. Engebretson, formerly of Starbuck, Minn., is mgr. of the Farmers Co-operative Elvtr. Co.

Stratford, S. D.—J. E. Kohlhoff, formerly mgr. of the Ferney Farmers Elvtr. Co., has moved to Leola, S. D.

Norbeck, S. D.—Farmers Elvtr. Co. incorporated; capital stock, \$25,000; incorporators: Allan Law, E. Nystrom and Mr. Glanzman.

Colome, S. D.—The Gaskill-Torence elvtr. is now known as the Rosebud Elvtr. We expect to install a motor in the fall.—E. P. Kositzky, mgr., Rosebud Grain Co.

Henkin (Wentworth p. o.), S. D.—The Saranac Elvtr. Co. is building a 30,000-bu. cribbed elvtr. at Henkin siding. The elvtr. was built from 2 elvtrs. that were wrecked, one at Wentworth and one at Madison. Henkin is a new town about one-half mile west of Bront Lake, Lake County.—Z. Steel, pres.

## SOUTHEAST

Dothan, Ala.—The Brandon Grain Co. has installed a Western Snap Corn Separator.

Dublin, Ga.—The Farmers Co-operative Ass'n will build an elvtr. with a 30,000-bu. capacity.

Marianna, Fla.—The Brandon Mill & Elvtr. Co. is being equipped with Western Snap Corn Separator and Steel Feeder.

Graceville, Fla.—The contract has been let to the Brandon Construction Co. for the J. M. Kirkland elvtr. It is to be equipped with the Western line of machinery.

Montgomery, Ala.—The Capital Grain & Feed Co. has dissolved. Chas. Weisenburg, Norman Drum, and Leo Drum, the stockholders, will continue the business as partners.

Bluefield, W. Va.—Our reinforced concrete, 60,000-bu. elvtr. is being erected by Deverell, Spencer & Co., who are furnishing the machinery. C. O. Wright and Geo. F. Phillips will be the active mgrs.—Wright Milling Co.

## TENNESSEE

Murfreesboro, Tenn.—T. Wright has bot the 2 warehouses and the grain business of J. R. Hale & Sons.

Memphis, Tenn.—The Chas. B. Carother Co., Inc., made application to increase its capital stock from \$20,000 to \$40,000.

## TEXAS

Floydada, Tex.—W. J. Burke has succeeded Crews & Burke in grain business here.

Floco, Tex.—Floyd County Elvtr. Co. is the new name of the former Floco Grain Co.

Canyon, Tex.—Tom Canyon, of Clarendon, has shipped a portable elvtr. here and is buying grain.

Dallas, Tex.—We have opened an office at Dallas.—Sigmond Rothschild Co., Inc., of Houston.

Jacksboro, Tex.—The Jacksboro Mill & Elvtr. Co. has ordered the machinery for a continuous electric service.

Celina, Tex.—Fire destroyed the warehouse of the Collins County Mill & Elvtr. Co., on July 25. Loss, \$4,000.

Ranger, Tex.—Fire completely destroyed Richardson & Evans' grain and hay house on Aug. 13. Loss, \$50,000.

San Juan, Tex.—Harry Gollinghorst, of Sioux Falls, S. D., will be mgr. of our elvtr. here.—Wm. J. Buttschau, Community Grain Co.

Vernon, Tex.—A concrete engine room is being installed in the power plant of the Kell Milling Co. by the Burrell Engineering Co.

Fort Worth, Tex.—The J. Rosenbaum Grain Co. is changing from steam to electric power in its elvtr. here. James Stewart & Co., who are doing the work, expect to have it completed in about one week.

## UTAH

Lampo (Promontory p. o.), Utah.—I am no longer agt. for the Inter-Ocean Elvtr. Co.—J. S. Hansen.

Salt Lake, Utah.—Intermountain Milling Co. incorporated; capital stock, \$250,000; R. E. Miller, pres.; Gordon Williamson, vice-pres.; Joseph Dixon, sec'y and treas.

## WASHINGTON

Sumas, Wash.—Geo. Lindley has bot Hoff & Pinky's lumber yards, warehouse and sheds and will install an attrition mill.

La Crosse, Wash.—The report that M. H. Houser, of Portland, bot our elvtr. is entirely erroneous. He did not. Nobody did.—M. E. Stansell, mgr., La Crosse Elvtr. and Produce Co.

Sunnyside, Wash.—The warehouse which was reported to have been taken over by Wagener & Co. is one that I have rented simply for storage purposes. We are still doing business at our old stand.—John Severyns.

Davenport, Wash.—The warehouses at Davenport, Rocklyn and Omans, that have been operated for many years by Inkster Bros., were leased by them from the Puget Sound Warehouse Co. Since the retirement of Inkster Bros., they have been operated by the Pacific Coast Elvtr. Co., a subsidiary of the Portland Flouring Mills, controlled by M. H. Houser.

## WISCONSIN

Cylon, Wis.—T. E. Riley is now mgr. the Cylon Elvtr. Co.

Lomira, Wis.—J. Straub is now mgr. of the Lomira Elvtr. Co.

Oconto, Wis.—The Reed-Mann Co. is no longer in business.

Columbus, Wis.—Mair & Caldwell have succeeded Wm. Mair.

Arndt, Wis.—Simon Grasser & Co. are no longer in business here.

Lomira, Wis.—The P. Meyer Elvtr. Co. is no longer in business here.

Sheboygan, Wis.—Simon Grasser & Co. are no longer in business here.

Oregon, Wis.—J. S. Cusick is the successor to Cusick, Richards & Roberts.

Muscoda, Wis.—The Muscoda Lumber Co. is no longer doing business here.

Fennimore, Wis.—The Center Lumber Co. is no longer in the grain business.

Cylon, Wis.—Geo. Gruggen is now mgr. of the New Richmond Roller Mills Co.

Coon Valley, Wis.—T. J. Moilien is now agt. for the John Gund Brewg. Co.'s elvtr.

Sparta, Wis.—The former Cereal Mills Co. is known as the Dodge-Hooker Mills.

Coloma, Wis.—Guy Gibson has succeeded J. A. Sherey as agt. of the Coloma Produce Co.

Mineral Point, Wis.—The V. C. Martin & Co. has been succeeded by the Martin Calf Feed Co.

Hammond, Wis.—The A. H. Aldridge Elvtr. Co. has not rebuilt its elvtr. which burned last year.

Appleton, Wis.—The E. Liethen Grain Co. contemplates installing an attrition mill in its elvtr.

Madison, Wis.—John Richards, well known Madison grain buyer, died Aug. 12 at Los Angeles.

Portage, Wis.—B. R. Silverthorn has succeeded Jas. Getman as agt. of The T. H. Cochran Co.

Schleisingsville, Wis.—Ben E. Schnitzler has succeeded Louis Nigh as mgr. of the Armour Grain Co.'s elvtr. here.

Marshfield, Wis.—Five scoop shovels are operating here. The only regular dealer is The Sparr Cereal Co., Inc.

Eau Claire, Wis.—Since the death of C. H. Bergman, his sons, Otto and William, have been conducting the business.

Menasha, Wis.—John Hohiesel has bot the T. D. Wheeler interest in the Menasha Wholesale Co., which deals in grain and flour.

Durand, Wis.—The Pfeiffer Elvtr. Co. is the successor to the Pfeiffer Grain & Seed Co. They have been in business 35 years here.

Bangor, Wis.—Bangor Milling Co. incorporated; capital stock, \$40,000; incorporators: Oscar Hussa, Frank Haack, Henry Soltau.

Rodell Station (Fall Creek p. o.), Wis.—The McGuire Hay & Grain Co., with headquarters at Chippewa Falls, operate the elvtr. here.

Fall Creek, Wis.—The Fall Creek Farmers Grain & Produce Co. is now managed by E. Elbertson, who succeeds Mr. Lange, deceased.

Theresa, Wis.—Theresa Farmers Union incorporated; capital stock, \$5,000; incorporators: Jos. Koke, Andrew Greiner, Edwin Erdmann.

Holmen, Wis.—A. O. Casberg & Sons incorporated; capital stock, \$30,000; incorporators: A. O. Casberg, Clifford A. Casberg, Earling Casberg.

Rhineland, Wis.—Northern Hay & Grain Co. incorporated; capital stock, \$5,000; incorporators: S. A. Dalson, E. W. Swedburg, O. C. Nelson.

Black River Falls, Wis.—The Riverside Mill & Elvtr. Co. incorporated; capital stock, \$50,000; John Dunn, pres.; Miss Lou Dunn, vice-pres.; P. W. Duckey, sec'y and treas.

## MILWAUKEE LETTER.

We have let the contract for rebuilding our plant, and expect to be in operation by Sept. 1.—Smith-Parry Co.

L. J. Dillon will not come here to manage the Quinn-Shepherdson Grain Co., as was planned. J. H. McKeane will have charge of the local office.

F. P. Goodrich, Edward C. Christl and Arthur K. Emrich, of Milwaukee, and Carl W. Gerstenberg, of Chicago, are new members of the Chamber of Commerce.

The Stratton-Ladish Milling Co. has increased its capital stock from \$750,000 to \$1,000,000. The officers are: H. W. Ladish, pres.; Patrick Donohue, vice-pres.; H. M. Stratton, treas.; Stewart Hyde, sec'y.

## WYOMING

Aladdin, Wyo.—The Tri-State Milling Co.'s elvtr. has been completed.

Torrington, Wyo.—We have put in a Richardson Separator and increased our storage 8,000 bu.—Eaton Grain Co.

**If you have  
a good thing**

**Tell the Grain Dealers—  
They'll do the rest—**

Advertising is the quickest and best way—but it must be the right kind of advertising.

If you have spent your good money without satisfactory results, it's a case of wrong article or wrong advertising.

The easiest, most direct, most popular and most effective way to the grain dealer is The Grain Dealers Journal route.

Try it.

## GRAIN TABLES DIRECT REDUCTION

Reduce any weight of grain from 600 to 6590 pounds, by 10-lb. breaks direct to bushels. The pounds are printed in heavy faced type, and the reductions to bushels are shown directly beside the corresponding number of pounds, so it is impossible to get the wrong reduction when reading. Printed from large type on card-board, size 10½x12½ inches, and sold only in sets as follows:

FORM 4560 DR—For reductions to bushels of 45, 48, 50, 52 and 60 pounds, and 60 pounds with dockage for dirt at 1, 2, 3 and 5 lbs. per bushel, nine tables printed on five cards. Price 50 cents.

FORM 3280 DR—For reductions to bushels of 32, 33, 35, 36, 38 with 1 lb. reduction for dirt, 68, 70, 72, 75 and 80 lbs., ten tables printed on five cards. Price 75 cents.

## GRAIN DEALERS JOURNAL

305 So. La Salle St. Chicago, Ill.

Say you saw it in the  
**Journal**  
When you write our advertisers  
**Thanks**



## Supply Trade

THE BEST advertisement is the one that gives the prospect the best mental picture of your product.

AFTER you have sold one man, who finds your machine fills his need, the business may get easier.

CHICAGO, ILL.—Chas. G. Sherman, former manager of the Atlanta, Ga., branch of Main Belting Co., is now connected with the Imperial Belting Co.

WICHITA, KAN.—Mrs. Bertha E. Means, for many years connected with the White Star Co., and well known to the trade of the Southwest, is now connected with the Red Star Milling Co.

SYRACUSE, N. Y.—Charles P. Remore, for over twenty-one years on the Board of Directors, and for the last ten years sec'y of the Engleburg Huller Co., died Aug. 7, at the age of 59 years.

CHICAGO, ILL.—In order that frauds against the public, especially in the advertising field, may be hunted down and exposed, the Fraud Buro recently started by the Chicago Ass'n of Commerce is to be incorporated. It has been announced that the Buro cannot take up cases of those who have suffered losses thru legitimate business transactions, but that it will devote itself entirely to misrepresentation that can be considered fraudulent.

CHICAGO, ILL.—The Folwell-Ahlskog Co. has increased its capital stock to \$200,000 in order to finance the large contracts it has in hand. Among other contracts it is now pushing is sections 3 and 4 of the Mill Creek drainage project for the city of Erie, Pa., which involves over \$2,000,000 and calls for a 24-ft. concrete tube 12,500 feet long to carry off the waters of Mill Creek. All of the course must be blasted thru solid rock and under many buildings.

THE COLGATE DECISION can only be effective in controlling retailers who buy directly from manufacturers. If a manufacturer sells to jobbers there is nothing to prevent the price cutting retailer from securing goods thru jobbers and continuing to snap his fingers at the manufacturer's standard price policy. The difficulties of manufacturers dealing exclusively with the jobbing trade are really increased by the decision because of the advantage which it gives to producers selling exclusively thru retailers.

WASHINGTON, D. C.—Buyers of cement will be much interested in the suit recently instituted by Attorney General Palmer in the district of New Jersey against nineteen individual cement companies alleged to have formed a cement combination. The government charges that by means of an unincorporated association, supported by all on the pro rata basis of business transacted, they undertook to restrict production, to decrease the aggregate amount of cement under contract for future delivery, to maintain uniform prices, and to advance prices by about 200 per cent.

SULLIVAN COUNTY, IND., that boasts of the biggest silo in the world, and of winning countless prizes for blooded stock and superlative farm products, recently celebrated the opening of its greatest industry, the factory of the Mutual Truck Co. The occasion caused a holiday in Sullivan, all business houses closed their doors, and the townspeople as well as the residents from the surrounding country took much interest in the parade which was led by the first Mutual Truck built, driven by its purchaser. It was evident that the whole crowd considered the thing as *their* enterprise; and nothing short of "America's Greatest Truck" would be good enough for Sullivan County.

STEEL enters into the construction of so much grain elevator equipment that the complaint by the Western Ass'n of Rolled Steel Consumers against the basing of prices of steel f. o. b. Pittsburgh, Pa., will affect the business of most manufacturers of elevator machinery, whose factories are situated in the Central West. The Gary, Ind., plant of the steel corporation produces steel at a substantially lower cost than the Carnegie plant of the same corporation at Pittsburgh, yet the builder of a steel grain tank or the manufacturer of a steel elevator leg must pay \$5.40 per ton freight from Pittsburgh on steel from Chicago that is not actually shipped from Pittsburgh at all. It is likely the Federal Trade Commission will order a reduction in the selling price to correspond with the lower cost of production at the several centers of manufacture. Aside from reducing the cost of grain handling machinery to users in the grain belt this would have the far-reaching effect of enabling our manufacturers of grain handling equipment to compete for trade in Russia, Argentina and other surplus grain growing countries. Until Sept. 1 the Federal Trade Commission will receive written statements from those interested, and thereafter public hearings will be held. John S. Miller of Chicago is counsel for the Steel Consumers Ass'n, the pres. of which is James E. McMurray, Chicago.

H. R. 5425, now before the Ways and Means Com'te, provides for a tariff on corn or maize of 10 cents per bushel of 56 pounds.

### Miles of Belting.

It is quite evident that belting both for conveying and elevating purposes is no small item in the equipment of the average terminal grain house. The accompanying photograph shows one shipment of belting recently made by The B. F. Goodrich Rubber Co. for installation in the Pennsylvania Railroad's new grain elevator at Canton, near Baltimore. This single order contains 44,254 feet or about 8½ miles of belting, and was valued at \$125,000. Seven box cars were necessary to ship the 131 tons of conveyor and elevator belt to this mammoth terminal grain elevator.

This belting will handle, store and transport western grain reaching the coast over the Pennsylvania Lines—the elevator being especially designed for loading vessels for export trade. This belting equipment will make it possible to handle 2,000,000 bus. of grain daily.

The photograph shows two types of belting ready for shipment—elevator and conveyor. The elevator belts are 32 and 38 inches in width, while the conveyors are 36, 42 and 48 inches wide. The capacity of one of the 48-inch horizontal carrier belts is 350,000 bus. in ten hours.

The plans, distribution and layout of belting for this elevator was specified by James Stewart Co., engineers in charge of the construction work.



Single Order of Belting for Pennsylvania R. R.'s Elevator at Canton, Md.

### Powers of Canada Wheat Board.

The Canadian wheat board of control has recommended an initial payment of \$2.15 per bushel to farmers for wheat on the basis of No. 1 Northern, Fort William. The government has approved the price.

Members of the board are James Stewart, chairman, W. A. Matheson, H. W. Wood, W. A. Black, N. M. Patterson, W. L. Best, Frank O. Fowler, C. B. Watts, W. H. McWilliams, Joseph Quintal, Colonel Fraser and F. F. Riddell.

The powers and functions of the board are defined in the following sections from the government's order for the handling of the 1919 crop. The exact text is quoted:

#### POWERS OF BOARD.

The board shall have power from time to time—

(a) To take delivery of wheat in Canada at any point.

(b) To pay by way of advance, to the producer or other persons delivering wheat to the Board, such price per bushel according to grade or quality and place of delivery for price purposes as shall be set out in a schedule to be prepared by the Board and approved by the Governor in Council, and to provide for the issue of participation certificates to persons entitled thereto.

(c) To sell wheat so delivered to millers in Canada for milling purposes at such prices and subject to such conditions as the Board sees fit, the price of sale to millers being governed as nearly as may be by the price obtained at the same time in the world's markets for wheat of equal value, regard being had to the cost of transport, handling and storage.

(d) To store and transport such wheat with a view to the marketing of same.

#### TO SELL EXCESS.

(e) To sell wheat so delivered in excess of domestic requirements to purchasers overseas or in other countries, for such prices as may be obtained.

(f) In co-operation with the Seed Purchasing Commission of the Department of Agriculture, and by sale to such commissions or otherwise, to provide for the retention or distribution in various parts of Canada, of such wheat as may be necessary for seed in 1920.

(g) To fix maximum prices or margins of profit at which flour and other products made from wheat delivered to millers may be sold, and to fix standards of quality of such flour.

(h) To purchase flour from millers at prices to be fixed by the Board and to sell same in Canada or in other countries.

(i) To take possession of and to sell and to deliver to millers, or to purchasers in other countries, wheat stored in any elevator, warehouse or on railway cars or Canadian boats and to deal with same as to payment of advance and otherwise in the same way as if it had been otherwise delivered to the Board, and to move grain into and out of or through any elevator and to or from any car or boat.

(j) To control the licenses or otherwise, the export and sale of flour out of Canada.

(k) For the purpose of performing its duties under this Order to allocate Canadian lake tonnage and to distribute care for rail shipment.

(l) To pay necessary expenses incident to the operations of the Board.

Deliveries of wheat may be taken from through or by the use of such agents or grain companies or organizations the Board may see fit, and may be at such points in Canada, at the seaboard or otherwise, as the Board may direct, and the Board may pay to such agents or grain companies or organizations handling wheat or delivering wheat to the Board, such commissions, storage, and other charges as the Board with the approval of the Governor in Council may deem proper.



## REPAYMENT OF BANKS.

The Board may make payment by authorization to a chartered bank or to chartered banks to pay under such conditions and on production of such vouchers as the Board may by regulation provide, and the Governor in Council guarantees repayment of any moneys so paid by a bank or banks with interest at — per cent, of which guarantee the evidence shall be this order.

As soon as the Board has received payment in full for all wheat delivered to the Board, there shall be deducted from same all moneys disbursed by or on behalf of the Board for expenses or otherwise connected with or incident to the operations of the Board, and the balance shall be distributed pro rata among all producers and others holding participation certificates.

Notwithstanding anything in the Grain act or in the railway act, the Board of Railway Commissioners for Canada shall have power to order any railway company to provide cars and other transportation facilities for handling grain, and to transport as directed wheat delivered to or by the Board, or in which the Board is interested, and at the request of the Board to withhold transport of other wheat or grains for a fixed time.

Every person shall truthfully and promptly answer any inquiry made by the Board or by any person duly authorized on its behalf about any matter within its powers or duties whether such inquiry is made verbally, in writing, by telegraph or any other way.

(a) Elevator means and includes any terminal, country, private, public or hospital elevator, and any elevator licensed by the Board of Grain Commissioners for Canada.

(b) Wheat in clause four, five, seven and eleven means wheat harvested in 1919, or other wheat delivered to the Board after 15th August, 1919.

## REGULATION OF DETAILS.

The Board with the approval of the Governor in Council may make such regulations as it deems necessary for the purpose of fully and effectively carrying out the objects and provisions of these regulations and in particular, but without limiting in any way the generality of the foregoing, may make regulations—

(a) For appointing representatives in different parts of Canada, or overseas, for assisting the work of the Board, and for reporting to the Board any violations of any order issued by the Board, or any regulations made hereunder.

(b) To authorize the engaging of clerks, employees and assistants and paying their salaries.

(c) Providing for the forms and contents of vouchers or documents of title to be held by producers and others delivering wheat to the Board, for the conditions of negotiability of same, for the substitution of same for other vouchers, and generally establishing such system as may in the judgment of the Board be necessary for the security and equitable treatment of all persons concerned in the delivery and sale of wheat and in the carrying out of these Orders.

(d) Fixing dates up to which and not beyond, the Board is prepared to take deliveries at different places in Canada.

(e) Determining what constitutes delivery to the Board.

The Board may from time to time appoint an executive committee of not less than three of its members, of whom the chairman shall be one, and may assign to such committee any duties or powers within the competence of the Board.

## SUPPLANTS SIMILAR ORDER.

There shall not be provided any grain exchange or elsewhere, facilities for trading in wheat futures during the time this order is in force, except by permission in writing by the Board.

Notwithstanding any Order in Council heretofore passed, the Board of Grain Supervisors of Canada shall hereafter exercise no powers in the Canadian Wheat Board by this Order.

THE WEEKLY market review circulated by the Bureau of Markets as an alleged war aid is likely to be discontinued about Oct. 1 for two reasons, the ending of the war and the reduction of the funds for this work in the agricultural appropriation bill. Intended for broadcast free distribution among all classes of producers, handlers and consumers of feeds, these circulars embraced so many commodities that sufficient space could not be devoted to each article to make them of value to specialists in each line who prefer to pay for and receive more detailed information in regard to the commodities in which they are interested. If a charge were made for the government market report based on the cost of the service many recipients would decline it and the circulation among those remaining would be cut down until the pro-rata cost would be prohibitive to any self-sustaining enterprise.

## Oats Rates to Southeast.

Sec'y H. B. Dorsey, of the Texas Grain Dealers Ass'n, has returned from Washington, where Senator Sheppard and Congressman Lanham had arranged for a hearing before the Director of Traffic and Director of Service of the Railroad Administration concerning the present muddle over the oats rate from Texas to the southeast.

Senator Sheppard acted as chairman of the hearing and presented the case to the Administration with the statement that he had gone over the matter thoroughly with Chairman Mayfield, of the Texas Railroad Commission, with Mr. Dorsey and with E. P. Byars, manager of the Fort Worth Freight Bureau and traffic manager of the West Texas Chamber of Commerce, and that he believed their complaint was a just and righteous one. He suggested that the only thing the Administration could properly do would be to make Supp. 35 to Leland's S. W. Tariff 23-Q effective from July 4, the date originally made effective before it was held up.

Mr. Dorsey was then asked to present the matter as fully as possible, and he made a strong point of the fact that the corn and oats rates had been advanced past the wheat rate; that the average wheat crop was about 650 million bushels, while the average corn and oats crop was something like 4½ million bushels; and that this was not likely to have been only a coincidence, or an accident on the part of the railroads.

Mr. Byars was told by the rate men of the Administration that the rate was not a thru rate and was therefore subject to two 6c advances. Mr. Byars and Mr. Dorsey claim that Leland's Tariff 23-Q specifically provides for a thru rate, as it states plainly that to arrive at a thru rate, the rate to the river crossings and the specific rate made from the river crossings to destination in the southeastern states is applied.

Mr. Dorsey called the attention of the directors to the chaotic condition of oats rates, wherein some Texas roads were applying only one 6c advance and others two 6c advances. He suggested that they make Supp. 35 effective from July 4, and be able to notify the shippers by Aug. 5, but Mr. Chambers said they could not do that. He assured the sec'y, however, that the Administration was sensitive to the emergency, and would adjust the matter at the quickest possible moment.

"They took the position," Mr. Dorsey says, in reference to the Administration's attitude, "that the rates from Illinois, Iowa, Ohio and other grain producing states to the southeast was made on the basis of rates to the Ohio river crossings and the balance out and a double advance had been applied, and Mr. Chambers asked me what I would do with a situation like this. I stated that if their tariffs provided for a through rate like Tariff 23-Q, then they should hurry to make amends for the wrongs placed upon these people, and that two wrongs did not make a right."

"The most peculiar feature of the whole situation," Mr. Dorsey continues, "is that our good friend, C. D. Jones of Nashville, the Memphis Exchange, the Illinois Grain Dealers Ass'n and other good people jumped into this proposition and asked the Administration to assess a double advance on our rates simply because it seems that a similar rate had been placed upon them. The peculiar part is why on earth did they not protest against a double assessment instead of trying to knock vs. That would have been the sensible, fair thing to have done and not try to prevent us from having a just and fair rate according to the tariffs."

THE SPANISH WHEAT CROP this year will total 36,000,000 metric hundredweight, according to a recent official estimate. As consumption is 40,000,000 metric hundredweight, it is stated that it will be necessary to import wheat.

## Statistics and The Price of Grain

The law of supply and demand determines the price of grain. Base your forecast upon this law. Do not rely upon rumors, sentiment or local conditions. Danley's Statistical Service analyzes the fundamental grain statistics in terms of supply and demand. It makes clear the operation of the law. Your business requires that you form reliable opinions of future values. This service will help you. Write today for

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## Seeds

SEED SHIPMENTS from New York City during July amounted to 932 bags of clover seed and 3,250 bags of timothy seed.

F. L. LEMKE, representative of the W. W. Barnard Co., died recently at Canton, O., following an operation for appendicitis.

MISSOULA, MONT.—The Great Western Seed Co. is erecting a \$20,000 warehouse for the handling of seed peas on a large scale.

J. M. SCHULTZ has rebuilt his seed plant here which was destroyed by fire in September, 1918.—P. M. Wendt, Dieterich, Ill.

THE A. A. BERRY SEED CO. increased its capital stock to \$500,000 at the annual meeting which was held recently at Clarinda, Ia.

THE AMERICAN MUTUAL SEED CO., Chicago, Ill., has registered the word "Universal" as its trademark, No. 112,725, for use on seeds.

IVAN OSTBERG, Chicago, Ill., has registered under Ser. No. 117,945, the word "Parkway," for trade mark use in the grass seed business.

W. J. LACKEY has been appointed State Seed Analyst for Oklahoma in accordance with the provisions of the new Oklahoma Seed law.

LA CROSSE, WIS.—The La Crosse Seed Co. has been organized by J. E. Higbee, Roy R. Hattman and Albert F. Loeffler, with \$25,000 capital stock.

SIMCOE, ONT.—Ebon Edmonds, a leading seed merchant here since 1893, died recently as the result of a sudden paralytic stroke which occurred last March.

OLIVIA, MINN.—A. A. Chapman and J. C. Schriebl have organized the Renville County Pure Seed Co., which will erect a concrete corn drier and storage house immediately.

MONMOUTH, ILL.—The E. G. Lewis Seed Co., of Media, is opening a branch house here. A building has been leased for one year, at the end of which time the company expects to build.

NEWBURGH, N. Y.—The C. H. Mastin Seed Co. has succeeded C. H. Mastin. The change was made on account of business growth. James J. Dunlap and H. D. Calver are now associated with Mr. Mastin.

CHARLES D. GREENFIELD, commissioner of agriculture for North Dakota, says the farmers of that state will have to spend millions of dollars for seed grain this season, if they buy what they really need. The grain crop is estimated at 8,000,000 bushels, and most of this is from irrigated districts, according to Mr. Greenfield.

T. H. COCHRANE Co., Portage, Wis., has registered the word "Hickory" as its trademark, No. 114,206, for use on field and garden seeds; the words "Golden Rule" as its trademark for use on alfalfa seed; the word "Elm" as its trademark for use on field and garden seeds; and the word "Cedar" as its trademark for use on field and garden seeds.

THE BEAN CROP, as forecasted from condition Aug. 1, will be, in the states named: N. Y., 1,118,000 bus.; Mich., 3,622,000; Colo., 819,000; N. Mex., 949,000; Ariz., 137,000; Cal., 6,053,000; total, 12,338,000 bus. The 1918 December estimate was: N. Y., 1,660,000 bus.; Mich., 4,887,000; Colo., 1,638,000; N. Mex., 596,000; Ariz., 72,000; Cal., 8,584,000; total, 17,437,000 bus.

GRAIN SORGHUMS WILL YIELD, according to estimate on condition Aug. 1, as follows: Kan., 28,545,000 bus.; Tex., 57,554,000; Okla., 28,815,000; Colo., 5,865,000; N. Mex., 7,378,000; Ariz., 1,996,000; a total of 130,153,000 bus. The 1918 December estimate was: Kan., 20,107,000; Tex., 24,075,000; Okla., 15,260,000; Colo., 1,748,000; N. Mex., 3,582,000; Ariz., 1,624,000; totaling 66,396,000 bus.

LOUISVILLE, KY.—Card & Powell is the name of a new firm which has taken over the retail seed business of Wm. Casler, established in the same place for 37 years. Geo. W. Card has been with the Louisville Seed Co. for three years; Paul Powell, the other member of the firm, has been specializing in red top for some time with the same company. They will remodel and expand the plant, and go in for both wholesale and retail business.

EVANSVILLE, IND.—W. H. Small & Co., wholesale seed dealers, are planning to erect a half-million-dollar concrete and brick building on the site of their present grain elevator next year. The new building will be 330 by 190 ft., will be 11 stories high in the cleaning portion, and 7 stories high in the storage portion, which will make it the tallest building in Evansville. The building now in use will serve only storage purposes after the new house goes up.

INDIA'S FLAXSEED CROP for the winter of 1918-19 has been reported by the consular statistical dept as below normal. The season, on the whole, was not favorable for growth of any of the oil seeds. The prolonged drouth between October and December restricted the area sown, and had adverse effects upon what was seeded. The total area under flaxseed is 1,972,000 acres, 48% below that of last year. The yield is estimated at 229,000 tons, a fall of 55% below last year's production of 515,000 tons.

SPRINGFIELD, ILL., AUG. 15.—Buckwheat has been planted on 3,760 acres, and the condition of the crop on Aug. 1 was 75 per cent of the normal, indicating a probable crop of 60,550 bus. Condition figures for other crops show timothy to be 90 per cent; alfalfa, 92 per cent; millet, 80 per cent; field beans, 78 per cent; broom corn, 83 per cent. Only 85 per cent of the clover crop was harvested this year in Illinois. The average yield was 1.42 tons per acre.—Chas. Adkins, director, State Dep't Agriculture.

NEW BREEDS of seed corn are being shown at Messrs. Gartons Ltd. (Warrington) Stand in Edinburgh. Of particular interest are the new wheat, known as "Marshall Foch"; new barley, named "Admiral Beatty"; and new black oats with the caption, "Sir Douglas Haig." All these new seed grains are of superior quality, the oats especially being of a high type. The barley lacks color, but the berries are well developed and of a bold type. The wheat is of square-headed variety, with a well-grown berry, and a heavy yielder.

TIMOTHY HAS BEEN very active this week. There has been a good trade in all the futures, and also in the old prime, two or three thousand bags of the latter changing hands at \$5.35. Shipments out of prime have been quite liberal, totaling about 5,000 bags, but there is still a large stock of this seed left here, and it is used as an argument by the bears. The September has ruled at about the same price as the December. There is some short interest in it but this may be filled by deliveries of the actual seed, although up to this writing practically no new timothy has come to Toledo, and while we have had quite a number of samples of the new crop from this and other states, the seed does not seem to come along. Reports from the west, where the biggest part of the crop is raised, continue to come mixed—some very good and some very bad. The price seems to be the principal incentive for many taking the buying side, although numerous buying orders come from sections where the crop has not turned out well. If the shipping demand improves, and the movement of the new crop falls below expectations, higher prices could easily prevail, especially if holders continue to stand "pat." Of course, if for any cause the present stock in Toledo should be thrown on the market it could bring about a severe decline, but we hardly think this likely.—J. F. Zahm & Co., Toledo, O.

## A Big (?) Order for Seeds.

An order for seeds is seldom a delicious bit of absurd humor; neither may a man plan for long to startle the world and keep his secrets to himself. However, H. A. Davidson, who does a good business in seeds at Lubbock, Tex., is the proud recipient of the following order:

"Kind sir please send me 5 cents of Millet seed by parcel post send it at one to \_\_\_\_\_ Tex post paid find enclose 5 ct in stamps."

Mr. Davidson is still hoping to be able to fill the order from the present season's crop.

## Conference on Illinois Seed Law.

The conference of seedsmen which was called by Director Charles Adkins of the Dep't of Agriculture was held in his office at Springfield, Aug. 14. The rules and regulations issued by the Dep't of Agriculture relative to the enforcement of the seed law were discussed. The rules and regulations adopted at this conference will be printed in bulletin form and sent out with the seed law to the seed dealers of the state at an early date.

Those who attended were: Charles Adkins, director; C. A. Beebe, Forreston, Ill.; Leonard R. Condon, of Rockford; A. G. Dohm, of Carlinville; C. Q. Dunlap, Chicago; E. E. Elder, Chicago; W. G. Eckhardt, DeKalb; Roy Kellar, Quincy; Mr. Janssen, Springfield; H. H. Miller, Bloomington; Asst. Director H. H. Parke, Chicago; B. F. Maag, Chicago; Charles E. Pendarvis, Media; George L. Pfeiffer, Jr., Arcola, and Leonard H. Vaughn, Chicago.

## From the Seed Trade.

SPRINGFIELD, ILL., AUG. 13.—The second and third crops of alfalfa are being cut and a fourth crop is expected in some sections. The seed crop of clover is being harvested, and hulling has begun in the south, with favorable reports.—H. Merrill Wills.

LA CROSSE, WIS.—Clover, timothy and alsike are scarce crops in this immediate district, about 40% normal. In spite of these localized conditions, however, reports from our men in the field indicate that seedsmen are needlessly alarmed over scarcity of clover and timothy, and we feel personally that much of the seed is now being held by the farmers. As buyers generally are purchasing exactly what they need to cover immediate requirements, we cannot help but feel that a break must come sooner or later and that prices will take a downward tread.—John A. Salzer Seeds Co.

SEATTLE, WASH., Aug. 18.—We do not expect to produce enough red clover seed in the state to fill the demand. The alsike crop is fair but below normal, producing 4 to 6 bus. per acre of good quality seed. Oregon vetch is only about a 50% crop, with all surplus from former crops used up; looks like high priced vetch. We will have a small surplus of hairy vetch, however; quality fine. Our state grows some sweet clover, and as the demand is negligible, we will have a surplus for shipment. There is an extraordinary demand for alfalfa seed in this section, as it is not produced here.—Northwest Seed Co.

SALT LAKE CITY, UTAH, AUG. 18.—The alfalfa crop, which is just beginning to move in Idaho, is showing up to be of very fine quality and there will be a considerably larger production than there was last year. The yields are running very heavy, we just received a report of 271 bus. being harvested from a field less than 18 acres. This crop sold for \$6,500 as it came from the huller. The red clover crop will probably be about the same as last year's. Indications are that the quality will be very fair, but the seed has not started to move yet. The alfalfa crop in both Utah and Idaho will be very good, well above that of last year. The crop of timothy seed will likely be very short thruout the northwest.—P. V. Kelly, ass't mgr., Pacific Seed Co.



St. Louis, Mo., Aug. 22.—The stocks of red clover seed in this market are very low and prices are high, good seed bringing from 44 to 50 cents a pound. The domestic sunflower seed crop is very short, and we expect the price to remain high.—P. L. Zimmermann Co.

## SCREENINGS.

Long, Cobb & Co., of Olivet, Mich., have sold their coal and hay business. Why shouldn't they go in for corn?

Someone once said that a weed was a "plant out of place." Thus, a stalk of corn in a field of wheat is a "weed."

Add movement of grain: A rather corpulent man was arrested in Chicago last week for carrying two quarts of rye in a suit-case.

And since it is reported that the present crop of wild oats is running far below normal, it is possible that the scarcity of corn and rye in liquid form has something to do with it.

The famous wheat is cut and threshed, is being hauled and sold; the days are growing shorter and the nights are almost cold. The well-known corn is now laid by, the fields are still and cool; the press of work is easing up, the kids soon start to school.

THE AUSTRALIAN MINISTER OF AGRICULTURE recently announced that, at a conference with the representatives of metropolitan and country interests and the sec'y of the Victoria Mill Owners Ass'n, the following agreement was reached with respect to the gristing of wheat to enable millers in the State of Victoria to continue operations: Two months' grist, to equal 20,000 tons, to be allowed pro rata to the quantity gristed on Imperial account by each miller; when stocks are used up, further gristing to the like extent is to be permitted.

## Tile Elevator at Peculiar, Mo.

The tile elevator shown in the engraving is one of the six built from the same set of plans, except that two of the elevators have the overhead bins of wood.

These plants have a capacity of about 16,000 bus., and are erected at a cost of \$7,500 to \$10,000, depending on the machinery installed.

The house shown in the engraving was erected for W. H. Smith at Peculiar, Mo. The machinery, which is electrically driven, comprises a No. 4 Invincible Separator; 4-bu. Richardson Automatic Scale and a leg with a capacity of 1,000 bus. per hour.



W. H. Smith's Tile Elevator at Peculiar, Mo.

## Books Received

"THE GRAIN BUG" is the title of a 35-page pamphlet by D. J. Caffrey and Geo. W. Barber, scientific assistants, Cereal and Forest Insect Investigation. The paper is illustrated, and contains much information of both scientific and practical value, including pages on natural enemies, methods of control, and complete life history and habits. Bulletin No. 779, U. S. Dep't of Agriculture.

"BARLEY CULTURE IN SOUTH DAKOTA" is the title of a booklet by Manley Champlin, J. D. Morrison and John Martin, of the experiment farm of the State Agricultural and Mechanical College. The treatise consists of 70 pages, containing several production charts and illustrations of varieties, and considering the importance, the various kinds, diseases, and methods of cultivation and handling of barley. Bulletin No. 183, Agricultural Experiment Station, South Dakota State College of Agricultural and Mechanical Arts, Brookings, S. D.

HEDGING IN THE FUTURE MARKETS is the title of an able discussion of the subject by Rollin E. Smith, and published in 16 pages of pamphlet form. Mr. Smith explains this most interesting phase of the grain business under such headings as Broad Market Required for Free Transactions, Futures Traded in on the Grain Exchanges, Those Who Use the Market for Hedging, When Hedging Is the Heaviest, Execution of Hedging Orders, Following a Trade, Wheat Hedged and Rehedged, Hedging by Farmers, Influence on Crop Movement, Hedging Against Sales of Flour or Grain by Buying Futures, Premium on Cash Wheat, Speculation as a Factor in the Future Markets, Activities of "Scalpers" Explained, "Spreading" Transactions, and "The Public." He explains the two beneficial effects of the futures market as: the prevention of the monopoly of the cash grain business by a few powerful corporations, and the reduction of the cost of handling from the farmer to the miller or other manufacturer to a small margin as compared with the cost of handling other commodities. Mr. Smith also emphasizes the point that small dealers would be crowded out by the large concerns, if future trading, and therefore hedging, were to be eliminated from the markets. The entire discussion has for its aim the lighting of dark places in the people's understanding of the subject of hedging. The pamphlet is published by Rollin E. Smith, Chicago.

## What Causes Damage to Highways?

The motor truck is rapidly becoming the farmer's grain carrier, and there seems to be a tendency on the part of some who have not thought deeply on the subject to foster the idea that the only wear to roads comes from the use of the motor truck.

"A few years ago the automobile met with this condemnation," says R. E. Fulton, vice-president of the International Motor Co., "but the automobile is now a thing of such common use that hardly anyone finds fault with it any more.

"Of all vehicles using our highways, the motor truck probably causes the least damage in proportion to the service it renders.

"There are two things that cause damage to roads: one is the impact of weight; the other is wear to the surface.

"With a substantial roadbed the impact of weight does little damage. If the roadbed is faulty, weight tends to break it. It is simply a matter of gravity.

"Steel tires are usually narrow and they wear and cut deep tracks and ruts. They pulverize the surface, so that automobiles, with the suction of their pneumatic tires, suck up the dust that is formed and scatter it to the winds.

"The motor truck with its broad flat rubber tires and slow speed, causes practically no damage to the surface of the road. It causes no abrasion and there is no suction from the solid tires. Of all traffic on the highways the motor truck does the least damage to the surface of the road."

## Receiving and Stock Book

FORM 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that buyer can add up columns and quickly determine the number of bushels of each kind of grain on hand. Herewith is reproduced top of a page showing column headings, rulings and spacing.

The book is formed of 160 pages of superior linen ledger paper, each page 9x12 inches. Spaces are provided for 3,200 wagon loads. The book is well bound with keratal back and round corners. Price, \$2.00

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## Supreme Court Decisions

**Passage of Title to Corn in Crib.**—Where corn in the crib is sold, a physical delivery or transfer from the possession of the seller to that of the purchaser is unnecessary to pass title, if the intention of the parties to the contract appears to have been that the rights of possession and control should pass to the purchaser and the sale be regarded as completed. —*Latta v. Menching*. Supreme Court of Iowa. 173 N. W. 229.

**Purchase of Goods Elsewhere on Failure to Deliver.**—While buyer is not required to go into the market and purchase goods elsewhere before bringing his action for seller's failure to deliver, he may, if he sees fit, do so, and if in a successful effort to minimize the damage he incurs expense, he may recover such expenditures as an element of damages, so long as the total recovery does not exceed the difference between the contract price and market price. *Duncan Lumber Co. v. Willapa Lumber Co.* Supreme Court of Oregon. 182 Pac. 172.

**Interest from Date Delivery Should Have Been Made.**—Irrespective of statute, it is a general rule that measure of damages where goods entrusted to a carrier are destroyed is their value with interest from date delivery should have been made. A railroad's contract fixing a valuation on intrastate shipment negligently destroyed held void, where property's actual value was greater. A common carrier cannot, by contract, avoid liability for loss or damage to freight caused by its own negligence or that of its servants. —*Southern Pac. v. Haug*. Supreme Court of Nevada. 182 Pac. 92.

**Sales of Futures on Exchange.**—Under Cotton Futures Act Aug. 11, 1916 § 4 (Comp. St. § 6309d), providing that "each contract of sale of cotton for future delivery \*\*\* shall be in writing plainly stating, or evidenced by written memorandum showing, the terms of such contract \*\*\* and shall be signed by the party to be charged, or by his agent in his behalf," a broker's seller's slip or buyer's slip, duly signed "by the party to be charged" in accordance with the rules of the exchange, is sufficient to prove a valid sale or purchase, and it is not essential that the contract be signed by both parties, or that both the seller's and buyer's slips shall be introduced in evidence. —*Thorn v. Browne*. U. S. Circuit Court of Appeals. 257 Fed. 519.

**Carrier's Contract for Special Service.**—A special contract entered into at St. Louis, Mo., between a shipper and a carrier, whereby the carrier was to divert or reassign a shipment of potatoes at Pittsburgh, Pa., to Chicago, Ill., by wire, so as to have it go by particular train arriving at Chicago on a particular date, was an agreement for special services prohibited by Interstate Commerce Act as amended by Elkins Act, for breach of which no recovery could be had by the shipper. With respect to services governed by the federal Interstate Commerce Act as amended by Elkins Act, the rule that both carrier and shipper are bound by and cannot alter the terms of service as fixed by the filed regulations applies, not only to rates, but also to other stipulations relating to service facilities within the purview of the act. —*Cicardi Bros. v. Pennsylvania Co.* St. Louis Court of Appeals, Missouri. 213 S. W. 531.

**Conversion by Warehouseman.**—The grinding of wheat covered by warehouse receipts held by a bank by the warehouseman, which also operated a mill, without replacing it with other wheat, did not constitute conversion, so long as the products were kept on hand; but their sale, leaving insufficient wheat and products to satisfy the certificates, constituted conversion to the extent of the deficiency. Assuming it to be permissible for a claimant to trace personal property wrongfully sold by a person subsequently becoming a bankrupt into accounts receivable belonging to the bankrupt, such tracing must be specific and the identification clear. The burden of proof is on claimant, and a mere showing that the general assets of bankrupt, including accounts receivable, have been increased by the wrongful sale, is not sufficient. —*Central State Bank v. M. McFarlin, Trustee*, in re B. A. Lockwood Grain Co. U. S. Circuit Court of Appeals. 257. Fed. 535.

**Warehouse Receipts Not Always Negotiable Paper.**—The word "negotiable" in Comp. Laws 1913, § 3142, relating to warehouseman's negotiable receipts, is not used in the sense in which it is applied to bills of exchange, or promissory notes, but only as indicating that in the passage of warehouse receipts through the channels of commerce the law regards the property which they describe as following them, and gives to their regular transfer by indorsement the effect of a manual delivery of the things specified in them and in a technical sense such a receipt is not a negotiable instrument within Comp. Laws 1913 § 6886, relating to negotiable instruments. —*Vannett v. Reilly-Herz Co.* Supreme Court of North Dakota. 173 N. W. 466.

**Fraudulent Issue of Warehouse Receipts.**—Where milling company having elevator in which it stored its own wheat was granted loans of \$10,000 at different times evidenced by three promissory notes of that amount, and company gave as collateral its warehouse receipts covering wheat in elevator, and also gave bond with surety with obligation against fraudulent issue of certificate, withdrawal of wheat without return of certificate and conversion of wheat by milling company, surety, on facts showing that on issuance of first note company had full amount of wheat in elevator, but not requisite amount on issuance of other two notes, and that company went into bankruptcy, having no wheat on hand, was liable as to first note for the distributive share that the obligee would have received with other creditors if converted wheat had been on hand at market price at time of bankruptcy, but as to other notes was liable at face of notes, as the certificates securing these were fraudulently issued. —*New Eng. Eq. Ins. Co. v. Mech.-Am. Nat. Bank*, in re Alliance Milling Co., Denton, Tex. Court of Civil Appeals of Texas. 213 S. W. 685.

**THE QUAKER OATS Co.**, Cedar Rapids, Ia., has increased its employees' wages five and six cents an hour, to date from August 1. The lowest wage under the new scale will be \$3.80 a day.

### Popular Traveler in New Place.

P. J. Hennig, who has been well known on the Chicago Board of Trade for sixteen years, has accepted a position with the Northern Grain & Warehouse Co.

Mr. Hennig's first connection was with the Postal Telegraph Co., after which he spent several years in the various departments of Rosenbaum Bros. During the past three years he has been traveling for this firm in Illinois and the East, calling on the country shippers. In these years of service, Mr. Hennig has become well and favorably known to the trade.



P. J. Hennig, Chicago, Ill.

## Grain Carriers

OUR ELVTR HERE is full of wheat, and there are not enough cars to move what we have on hand.—W. W. Gibbons, Hooker, Okla.

THE FARMERS ELVTR. Co., of Delevan, Ill. has filed suit for \$1,000 against the Illinois Central R. R. for grain lost in shipment from Delevan to Minneapolis.

NORFOLK, VA., has been stricken from the list of grain control ports by Regional Director B. F. Bush, as there is now no movement of export grain thru Norfolk, and but a limited domestic movement.

MILWAUKEE, CHICAGO & MICHIGAN CITY Line, incorporated, to operate three package steamers between Milwaukee and Michigan City, Ind., via Chicago; capital stock, \$325,000. The first boat was placed in service Aug. 1.

A GRAIN CAR on the C. R. I. & P. was seen to be in a badly wrecked condition between Chicago and Morgan Park, Ill., Tuesday, Aug. 12. Small grain covered the tracks and ties. Men with shovels and sacks saved most of the grain.

THE BILL FOR RETURNING RAILROADS to owners will be reported this week by the House Interstate Commerce Com'te, according to an announcement by the chairman. The bill will impose more rigid government regulations but it contains no government ownership provision nor guarantee of earnings.

"WHERE SHIPMENTS ARE reconsigned in transit to specified primary markets or ports shippers must secure permit from Grain Control Com'te at destination market or Traffic Control Mgr. at port before carriers can accept reconsigning orders," reads a recent notice from the U. S. Railroad Administration.

FOR THE FIRST HALF OF 1919 the railroads of the United States failed to earn the government guarantee of \$450,000,000 by almost \$300,000,000, according to the Bureau of Railway News and Statistics, which drew its conclusions from the monthly returns made to the Interstate Commerce Commission by the carriers.

THE DIRECTORS of the Baltimore Chamber of Commerce recently adopted this resolution: "That the board of directors of the Baltimore Chamber of Commerce heartily endorses the memorial to the Congress from National Ass'n of Owners of Railroad Securities." This memorial directly opposes the ideas advanced in the "Plumb plan" for the operation and ownership of the railroads of the country.

THRU EXPORT Bs/L are now in general use, having been authorized by the Federal R. R. Administration. The Bs/L are issued by the carrier making the initial haul. The old form of document is used, with a simple clause stamped to include all clauses of the ocean contract or ocean carrier B/L. Shippers are required to agree in writing that they will assume all demurrage and seaboard charges which may accrue beyond the free storage period at the seaboard, which is commonly 10 days.

THE U. S. GRAIN CORPORATION gives the following instructions relative to billing shipments to Galveston, Tex.: "Whenever the carriers publish a lower rate on wheat to Galveston, Tex., for export, than is currently in effect to Galveston, Tex., for domestic use, shippers desiring to ship wheat to the U. S. Grain Corporation should bill the shipments to the U. S. Grain Corporation, Galveston, Tex., marked 'For Export,' and mail the B/L to E. F. Newing, vice-pres., U. S. Grain Corporation, Galveston, Tex."

THE ILLINOIS MANUFACTURERS' Ass'n has proposed legislation denying right to strike of railroad employees, and has presented the



scheme to the House Interstate Commerce Com'te thru Charles Piez, of Chicago. The plan provides for an arbitrary board, equally representing the employees, the public and the rail management, to find and suggest "reasonable rates" for consideration of the Interstate Commerce Commission. The ass'n opposes control of water rates by the Interstate Commerce Commission, because "rigid regulations by the Interstate Commission would eventually tend to strangle development" of water transportation.

RAILROAD OFFICIALS report a growing shortage of box cars in all sections as the surplus is being used up. While a number of roads are getting the new U. S. cars, the movement is slow, as the cars have to be repaired and stenciled before they can be used. The accumulation of sidetracked cars loaded with grain is being cleaned up, and a few more days will see the last of it at the terminal markets.

SIoux CITY terminals will now, be able to supply the milling industries on the Iowa and Dakota divisions of the Chicago, Milwaukee & St. Paul R. R. with better facility, according to action just taken by that road in accordance with the contention of the Sioux City traffic bureau. Heretofore, millers on the Milwaukee have been compelled to go to the field of production for their grain, owing to the prohibitive rates from centralized markets like Sioux City. The agreement covers territory eastward to the Milwaukee, Chicago and Peoria areas as well. Grain originating west of Sioux City may now pass thru there for weight and grade, and be shipped to the eastern milling centers.

PARAGRAPH No. 2, Purchase and Storage Notice No. 73, issued Nov. 23, 1918, was amended June 3 to read as follows: All Zone, Camp Post, Fort and Garrison Officers are advised that in future railroad scale weights on forage taken by railroad sworn weighmasters or weights furnished by shippers who have weight agreements with recognized of-

ficial weighing and inspection buros, will be acceptable in lieu of destination weights, on both loaded and empty cars, unless the seals places on cars at point of origin show evidence of having been tampered with, or there is some visible evidence of accident or of shortage having occurred between the time of weighing and the time of receipt.

### Reduced Rates to Drouth Districts.

Owing to the unprecedented drouth conditions which exist in Montana, Wyoming, and western North Dakota, the stock growers of these states will find it necessary to ship in unusual quantities of feed, and, in addition, to move livestock to other states where summer pasture and winter feed may be obtained. In order to make it easier for the grower to keep his stock at home during the lean months, it is proposed by the Railroad Administration to establish rates as follows:

One-half tariff on: Alfalfa feed, alfalfa meal, bran, barley, corn, corn feed, corn chop, cottonseed cake, cottonseed meal, hominy feed, hay, kaffir corn, linseed cake, linseed meal, milo maize, malt sprouts, oats, rye, shorts, straw and sugar feed from points on lines serving destination territory:

From: Missouri River and west points in Minnesota and west and from Superior, Wis., to Montana, points on C., M. & St. P. R. R., G. N. R. R., C., B. & Q. R. R., O. S. L. R. R., N. P. R. R. (Will also apply from points on C., M. & St. P. R. R. and G. N. R. R. in Minnesota and South Dakota, to points on N. P. R. R., also from points on C., B. & Q. R. R., Missouri River and west points on G. N. R. R.).

From: Missouri River and west, to: Wyoming; points on C., B. & Q. R. R., Orin Junction and west, Newcastle and west, C. & N. W. Orin Junction and west.

From: Minnesota and west, Superior, Wis., to: North Dakota; points on the G. N. R. R.,

Barthold and west; points on N. P. R. R. west of Bismarck.

Rates on above to be subject to minimum of 10c per cwt, except that from points on C. & N. W., C., B. & Q. and Union Pacific the minimum will be 20c.

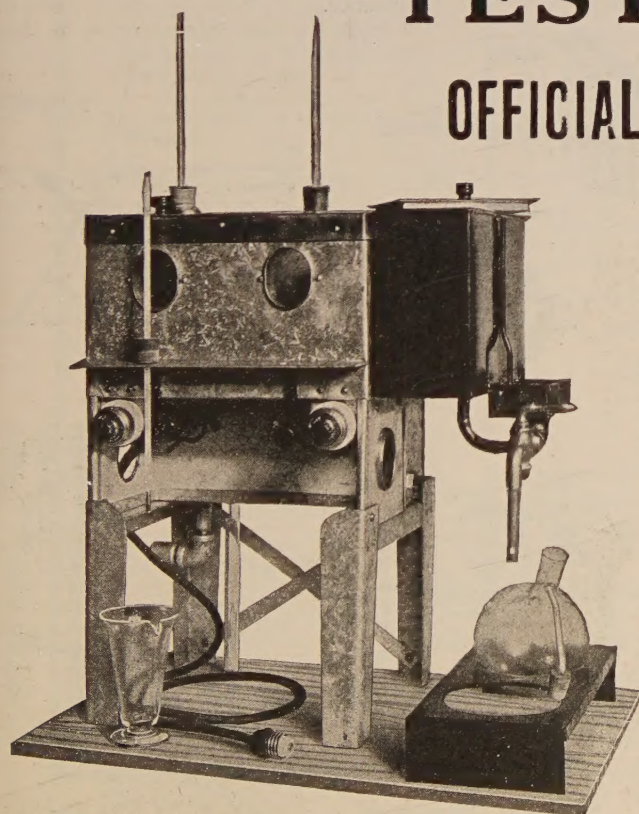
Reduced rates on hay, straw, grain and feed as above to expire April 1, 1920, unless sooner canceled, changed and extended.

It is also proposed to establish rates on cottonseed cake and cottonseed meal from points in Arkansas, Louisiana on and east of Mississippi River, Texas and Oklahoma to points on C., B. & Q. in Montana and Wyoming, Orin Jct. and west, and Newcastle and west, C. & N. W. R. R. in Wyoming, Orin Jct. and west—rate 50c per cwt. All lines in Montana except M., St. P. & S. S. M. R. R., rate 60c per cwt. Tariff providing reduced rates to carry the following: These reduced rates authorized by the United States Railroad Administration as emergency rates to afford relief in drouth stricken territory to which they are applicable.

ALFRED BRANDEIS has taken charge of the Enforcement Division of the U. S. Grain Corporation at the request of Julius H. Barnes. He expects to have a force of auditors sufficiently large to do what work may be necessary in the handling of the 1919 crop. Mr. Brandeis will open an office at Louisville, Ky., in addition to maintaining the present one in Washington.

J. K. McLENNAN, representing the United Farmers of Ontario, has recently made statements which might be construed as veiled threats of the farmers to strike unless the Canadian price of wheat is kept as high as the U. S. minimum. The grain producers of Canada are also remonstrating over the freight rates to Europe. It now costs 60 cents a bushel to send wheat across the Atlantic from Canada; before the War the average rate was 6 cents.

## TEST YOUR GRAIN WITH AN OFFICIAL BROWN-DUVEL Moisture Tester



1 Flask.....	\$25.00		For
2 Flask.....	40.00	less a	Electricity
4 Flask.....	65.00	discount	Alcohol
6 Flask.....	90.00		or Gas

This Tester conforms exactly  
to government requirements

We supply also Dockage Sieves, Scales, Grain Testers  
and all other apparatus used in grain inspection and grading.

## Get Ready for Drying HESS DRIERS and CONDITIONERS

Insure you against loss from  
moisture and heating grain

Used Everywhere

Hess Warming & Ventilating Co.  
907 Tacoma Bldg., Chicago



## Patents Granted

**1,312,717. Feed-Mill.** Milton G. Zoeller, Kansas City, Mo. This mill has a housing, a hopper communicating with the upper portion of this housing to receive the material to be ground, a rotary cutter for cutting the material, a pair of coarse-toothed reduction rolls arranged in the housing below the cutter, a pair of smooth rolls beneath the coarse rolls to crush the material still further, and a pair of fine-toothed reduction rolls arranged below the smooth rolls to act upon the material received therefrom.

**1,312,446. Feed-Grinder.** Forrest W. Johnson, Hartman, Colo. This device has a shaft, a series of disks, each with a series of radical arms. The disks rest against each other, face to face, and thus positioned on the shaft. A key extends longitudinally of the shaft, each of the disks having a key-way to receive the key, excepting the end disk, which has a key-way extending only part way thru, leaving a shoulder to prevent the movement of the disk in the direction to press against the adjacent disk, and thru it to press the other disks together and a nut screw threaded on the shaft and pressing on the end disk.

**1,312,647. Machine for Treating Smut.** Alfred Struble, Fargo, N. D. A tank in the form of a triangle having its apex downwardly disposed is combined with a receptacle fitting closely in the tank and in the form of a triangle having its apex downwardly disposed, the receptacle including downwardly converging end walls having openings; frames within the receptacle and resting on the end walls of the receptacle, the frames having openings coinciding with the openings in the end walls; screens carried by the frames and bridging the openings in the frames; and means for mounting the receptacle for vertical swing movement into and out of the tank.

**1,312,271. Seed-Corn Hanger.** Ernest M. Salust, Wayne township, Owen County, Ind. This seed-corn hanger consists of a horizontal rod, and hanger devices for corn ears, with suspension rods that are adjustable each toward or from the other, on and in connection with the horizontal rod to receive freely the ears between a pair of the suspension rods. Each pair of these suspension rods has a supporting member connected to it and spaced apart from the suspension rod to receive the ear freely. The suspension rods of each device are adapted to receive ears of different sizes between them and to permit the ear to tilt freely on the supporting member into contact with the horizontal rod.

**1,312,336. Sack-Holder.** Robert I. McNaughton, Minot, N. D. The holder has a support including a cross bar, of a U-shaped carrier, with its arms extending across the cross bar, and clamps connecting the arms of the carrier with the cross bar. These clamps each comprise side arms, extending in spaced relation, spaced jaws depending from the side arms upon opposite sides of the cross bar and connecting the side arms, a bridge joining the outer ends of the side arms, and a resilient strip extending between the cross bar and one of the jaws. The free end of this strip is bent to extend between the side arms, the resilient strip of the clamps holding the side arms of the carrier in engagement with the bridges.

**14,705. (Reissue). Elevator for Corn, Etc.** John H. Gilman, Ottawa, Ill. This machine combines a narrow elevator casing with an endless conveyor running therein, a hopper open at its top and two ends, having its outer end wider than the casing, so as to expand and embrace a wagon-bed being dumped, and its inner end narrowed to the approximate width of the conveyor pivoted to the casing so as to be folded with its bottom parallel to and in contact with the elevator casing or extended horizontally therefrom at varying angles to receive the corn poured into its outer end from the wagon-bed, and having a rectangular bottom portion extending from the outer to the inner end of the hopper, having teeth extended across its upper face and adapted to be reciprocated between the stationary converging sides, spring connections between the sides of the elevator casing and the hopper to hold the latter in contact with the bottom of the end of the wagon-bed, and means for driving the conveyor and reciprocating the bottom portion of the hopper.

**1,313,149. Grain Measuring and Sack Filling Device.** Joseph J. Wajcik, Pulaski, Wis. This device has a plurality of measuring chambers having inlet and outlet passages, pivotally mounted plates adapted to close and open the outlet passages alternately and simultaneously, a deflector controlling the inlet passages to both chambers, the deflector being coupled with the said plates, locks for securing the plates in different positions, means for releasing the locks, and conveyors forcing the material against the releasing device.

**1,312,832. Grain Weigher.** Charles F. Clements, Peoria, Ill. In this weigher, in combination, an elevator discharge spout, an oscillating member in the spout to direct alternately the discharge of grain in opposite directions, a weighing hopper suspended beneath the spout, the hopper being divided into two receiving compartments, a cut-off gate to alternately close the bottom discharge openings of the compartments, means for operating the gate, means for actuating the oscillating member in the discharge spout, simultaneously with the operation of the cut-off gate.

### Farmers Would End War Restrictions.

Representatives of the National Grange have laid before the joint house and senate agricultural committees a program calling for repeal of wartime food control, abolition of control of exports and enactment of legislation to protect farmers.

The plan, which will be urged upon congress at once, will embrace the following points:

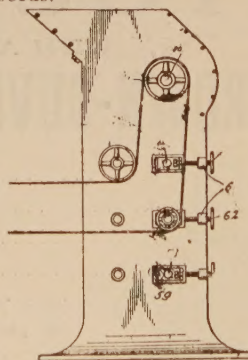
Ending of wheat price regulation and all price fixing on primary food or clothing material at the end of the present crop season.

Removal of all restrictions and regulations based on wartime powers of congress, including the food administration activities.

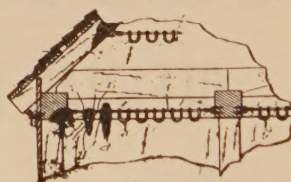
Immediate revision of discount and grading rules, especially on wheat, and adequate representation to actual producing farmers in the formation of grades and discounts to be adopted in the future.

Hastening the demobilization of fighting forces and superfluous government employees, and the abandonment of unnecessary government functions.

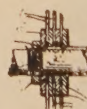
Enactment of laws to define legality of collective bargaining among agricultural producers, and of laws to safeguard purchasers of feedstuffs, commercial fertilizers and farm seeds.



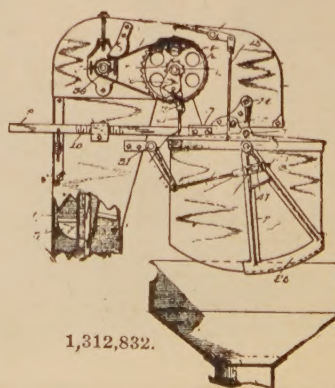
1,312,717.



1,312,271.



1,312,446.



1,312,832.

### Insurance Notes.

WAYNE A. RIDGEWAY, whose accidental death occurred recently, was the only son of Charles H. Ridgeway, sec'y and mgr. of the Western Millers Mutual Fire Insurance Co., Kansas City, Mo. He was 26 years old, and a graduate of Kansas and Harvard universities. Mr. Ridgeway was killed instantly when his automobile was struck by a Rock Island passenger train at a grade crossing near Lawrence, Kan. Charles H. Ridgeway, the father, had during service as a member of the Kansas Legislature, endeavored to secure the passage of a law to abolish grade crossings in the state.

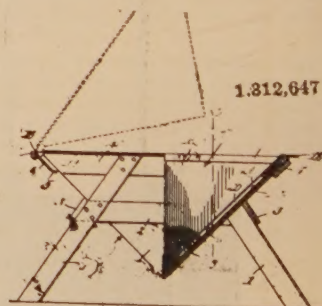
THE NORTH DAKOTA state workmen's compensation law compels all employers to insure in the state fund on the basis of wages paid for a period of three years. The class into which country grain elevators fall takes a rate of \$2.28 per \$100 of labor costs per year, which is \$1 over the rate charged by the private casualty insurance companies, and imposes a heavy burden for which no returns are apparent, as no schedules of compensation for injuries have been published.

THE EXHAUST pipe from a gasoline engine when installed was set three or four inches from any woodwork. The building settled and the pipe was found in dangerous contact therewith. The owner instructed his foreman to enlarge the hole and pack the pipe with asbestos. He enlarged the hole, but there was no asbestos in sight; there were some old blotters, however, and blotters look like asbestos, so why not use them. Handy barrels and buckets saved the plant from total destruction. Moral: If you can't tell the difference between blotters and asbestos, keep away from the squirrels.—Our Paper.

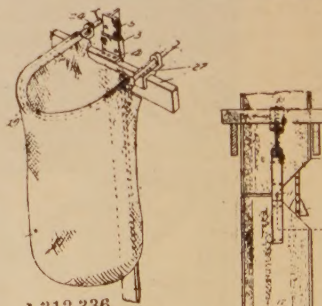
### Elevator Casualties.

JIM O'DOOLEY, employed by the Farmers Elevator Co., Ransom, Ill., was injured June 28, when a splinter entered the palm of his hand, causing infection.

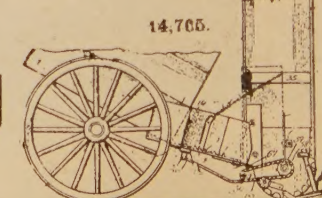
OF THE TARIFF bills now pending, H. R. 7484 places a tariff on corn of 15 cents per bushel of 56 pounds, and on corn meal 45 cents per 100 pounds.



1,312,647



1,312,336.



14,705.



# A Toll Saver

Here is a letter from a firm you all know, based on its experience over a period of five years with the Universal Grain Code.

POPE & ECKHARDT CO.

Grain

Commission Merchants

West. Un. Bldg.

Chicago, June 2, 1915.

Grain Dealers Journal,

Chicago, Ill.

Gentlemen:—

Since its publication we have made use of the Universal Grain Code continually in communicating with our customers, and we cheerfully subscribe to the fact that it is, in our opinion, a high class medium for the use of the Grain Trade and other lines incident to it. We find it not only useful, but that it is *also a very efficient medium in saving telegraphic tolls.* Most of our customers agree with us in the opinion we express herein covering the utility and usefulness of the book. Naturally, it requires a little study to become familiar with and to be able to make use of it to best advantage, but *we cheerfully recommend it as a reliable and useful code* for the purpose for which it is intended.

Yours truly,

POPE & ECKHARDT CO.  
WNE:S

This is only one letter. Dealers everywhere who have used it pronounce the "Universal" to be far superior to any code ever published for the Grain and Milling Industries.

Its 146 pages of policy bond paper contain 13,745 expressions for modern, present day, trade terms, every one of which means a saving in tolls to you.

Follow the example of Pope & Eckhardt Co. Stop the leaks in YOUR profit account by sending us your order *today*. Price \$3.00.

**Grain Dealers Journal**

315 So. La Salle St.

Chicago, Ill.

INCORPORATED 1877

## The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents  
of same at Cost.

Insurance in Force \$48,050,335.36 Cash Surplus \$655,363.13

H. B. SPARKS, President G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois

SOUTHWESTERN AGENCY: Railway Exchange, KANSAS CITY, MO.

## \$30,000 Loss on Grain; \$9,000 Insurance

That's what happened to one grain man recently.

**A leaky gasoline Supply Pipe did the job.**

See that your equipment is in good order first of all; and then insure your grain The "Grain Dealers Way." Wire your order.

C. R. McCOTTER

Western Manager

Omaha, Nebraska



C. A. McCOTTER

Secretary

Indianapolis, Ind.

INDIANAPOLIS, IND.

Organized 1902

## TRI-STATE MUTUAL GRAIN DEALERS FIRE INSURANCE CO.

LUVERNE, MINN.

Average Premium Return for 16 Years, 50% of the Deposit Premium.

Try our plan for Short Term Grain Insurance

E. H. MORELAND, Secretary

## THE RECORDS

OF THE

## Flour Mill and Grain Elevator Mutual Insurance Companies

show that 80% of all fires in Mills and Elevators start in elevators. The installation of an automatic feeding device which will positively prevent an elevator choking from over-feeding and an automatic relief which will prevent an elevator choking from bin getting full or spout choking, will annually save millions of dollars in fire loss and add at least 50% to efficiency of any stand of grain elevators. These devices are perfected and are available for mill and elevator owners, are very inexpensive and absolutely practical. Full particulars will be furnished, free of charge, by this office, on request.

## Mutual Fire Prevention Bureau

OXFORD, MICHIGAN

## A PARTNER

HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain trade's accepted medium for "wanted" and "for sale" ads.

## WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

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Write for information

Regarding Short Term Grain Insurance



# MOHAWK



## RUBBER BELTING

The highest standard  
in quality and biggest  
value in service.

The Gutta Percha & Rubber Mfg. Co.

301 W. Randolph Street  
CHICAGO

## CONFIRMATION BLANKS

### Simple-Complete-Safe

If you would avoid trade disputes, and differences and prevent expensive errors, use tripling confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs one and returns the other.

This places the entire burden for any misunderstanding of your intentions upon the other party and protects you against the expensive misinterpretation of your trades.

The use of these confirmations makes for safer business. Spaces are provided for recording all essential conditions of each trade.

Fifty confirmations in triplicate, bound with pressboard and wire stitched, size 5 1/2 x 8 1/2.

Order form No. 6 CB, Price 90 cts.

## GRAIN DEALERS JOURNAL

305 S. La Salle Street  
CHICAGO

OUR MOTTO for over  
twenty-five years has  
been SAFETY FIRST.  
During these years we have  
equipped thousands of elevators  
with dust collecting systems to



prevent explosions, and no  
dust explosion  
or loss of a  
single life has  
occurred in  
one of them.

Your liability  
attaches if you  
don't protect  
your elevator  
and workers.

FOR CATALOGUE, WRITE

THE DAY COMPANY  
Minneapolis, Minn.

## WHAT DO YOU NEED

to modernize your plant so it will net you  
larger profits? Is it here?

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|---------------------|---------------------------|
| Account Books       | Grain Triers              |
| Attrition Mill      | Gravity Cleaner           |
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| { Roller            | Oat Bleachers             |
| Belting             | Oat Clipper               |
| Boots               | Portable Elevator         |
| Buckets             | Power { Gas Engine        |
| Car Liners          | { Kerosene Engine         |
| Car Loader          | { Motors                  |
| Car Mover           | Power Shovel              |
| Car Puller          | Sample Envelopes          |
| Car Seals           | Scales                    |
| Cleaner             | Scarifying Machine        |
| Clover Huller       | Self Contained Flour Mill |
| Conveying Machinery | Separator                 |
| Distributor         | Sheller                   |
| Dump                | Siding-Roofing { Asbestos |
| Dump Controller     | { Steel                   |
| Dust Collector      | Silent Chain Drive        |
| Elevator Leg        | Spouting                  |
| Elevator Paint      | Storage Tanks             |
| Feed Mill           | Testing Apparatus         |
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| Grain Driers        | Transmission Rope         |

or anything used in a grain elevator

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reputable firms, to the end that you will receive  
information on the latest and best equipment. A  
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## INFORMATION BURO

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